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Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq. C. J. Lafrentz, Esq.
Hongkong, November 16, 1909. 1424

SPORTING.

Football.

At the Happy Valley on Saturday evening a friendly was played between two teams of the Buffs, one representing Murray Barracks and Kowloon and the other Mount Austin. The game ended in a win for the latter by three goals to nil.

Baseball.

Teams representing the P.O.'s of U.S.S. New York and of U.S.S. New Orleans played a friendly at Happy Valley on Saturday, the New York eventually winning by eleven runs to ten.

Boxing Notes.

Yesterday afternoon both Kenny and Lewis were at work, Kenny at the V.R.C. and Lewis at the Praya East Hotel. Both men appear to be in fine condition.

Lewis had a couple of rounds with Capham, and finished up by a four-round go with P.O. Walters of the U.S.S. New Orleans.

Kenny was hard at it in the V. R. C., having no fewer than five to assist him. Although he did not appear to extend himself, he fought a couple of hard rounds with Piggot, and it was here at times that he gave flashes of what he could do.

The respective camps are leaving nothing undone to have their men in fit condition, and those of the sporting fraternity who visit the City Hall next Saturday will be sure to see a rattling good fight for their money.

Cricket Notes.

With another wet week-end cricket on Saturday was out of the question.

The match between Kowloon C. C. and the Naval Yard Team was, however, started and the latter lost wickets for 40 runs when the deluge precluded all possibility of further play.

Most of the Clubs have their annual meetings fixed for the coming week and the League meeting is down for this evening.

Will Secretaries of the Clubs competing in the League kindly send in from time to time particulars of any noteworthy performances by their members, addressed to "Third Man," care of *China Mail*, to reach there not later than 10 o'clock on Monday morning?

THIRD MAN.

Five thousand wineshop and restaurant managers in Paris have decided to increase the prices of meals. The French Socialists are discussing the question of abolishing the import duties on corn, especially as the existence of a corn ring is suspected.

CHAMBERLAIN'S PAIN BALM A HOUSEHOLD NECESSITY.

It is in time of sudden mishap or accident that Chamberlain's Pain Balm can be relied upon to take the place of the family doctor, who cannot always be found at the moment. Then it is that Chamberlain's Pain Balm is never found wanting. In cases of sprains, cuts, wounds and bruises it takes out the soreness, drives away the pain and heals the injured parts. For sale by all chemists and storekeepers.

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TELEPHONE, K 21.
Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs and Bridge Work.
SLIPPING AND REPAIRS AT LOWEST RATES.
Air Compressor with Hammers and Drills, etc.
Engines, Boilers, Launches, Pumps
Engineers' Fittings and Supplies.

Ground Floor Shop To Let in Chater Road.

THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
EXCURSION TO MACAO.
ON SUNDAY, THE 2ND OCTOBER,
The Company's Steamship 'SUI AN,'
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. Departure from Macao at 5 p.m.
FARES
1st-Class Return.....$3.00. 2nd-Class Return.....$1.00.
" Single ..... 1.10. " Single ..... 0.60.
N.B. The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WING LOK STREET WHARF. This steamer connects with the steamer returning from Macao at 5 P.M.
First-class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M., $4. Single Fare also $4.
J. ARNOLD, *Acting Secretary.*
Hongkong, September 19, 1910. 12

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UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS
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1961

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ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent Islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTAL AND TOURISTS' HOTEL.
Terms:—From $5 per day Mex. Telegraph Add: 'Peaceful'
Town Office—4, Des Vœux Road.
Hongkong, February 8, 1908.

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(LATE CONNAUGHT HOTEL).
QUEEN'S ROAD CENTRAL.
CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine, under the supervision of an experienced French Chef.
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L. GAMEAU, *Proprietor.* N. BLUMENTHAL, *Manager.*
Hongkong, October 13, 1908. 134

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UNDER the Patronage of H. E. Sir HENRY MAY, K.C.M.G.
H.E. Maj.-General BROADWOOD, C.B., Commodore Eyres, R.N.
An Entertainment will be given at the CITY HALL,
On SATURDAY, October 15th and MONDAY, October 17th.
Seats may be booked at the ROBINSON PIANO Company, on and after Monday, October 3rd.
Hongkong Sept. 21, 1910. 1159

LOST.
A Set of FALSE TEETH on Wednesday evening, between 10 o'clock and 10.30, between the Engineers Barracks and Causeway Bay.
Finder will be rewarded on returning same to
5, MORTON TERRACE, Causeway Bay.
Hongkong, September 24, 1910. 1178

THE DAIRY FARM CO., LTD.
NOTICE TO SHAREHOLDERS.
THE FOURTEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on SATURDAY, the 8th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1910.
The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1910, both days inclusive.
By Order, M. MANUK,
Acting Secretary.
Hongkong, Sept. 23, 1910. 1169

E. C. WILKS,
M. I. MECH. E.
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MACHINERY & EFFECTS.
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Tel. Address: WICKERWORK, HONGKONG
CODE USED: A.B.C. 5th Edition, A. I. & Western Union
Hongkong, July 30, 1910. 554

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ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION.
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TELEGRAMS 'CORRUGATED,' HONGKONG. TELEPHONE No. 501.

LANE, CRAWFORD & CO.
JUST RECEIVED
A LARGE SELECTION OF
GOSS CHINA
WITH THE
HONGKONG COAT OF ARMS.
LANE, CRAWFORD & CO.

GUARANTEED ABSOLUTELY PURE
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BEER
IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.
Price $12.00 - - - Per Case.

THE BEST AND MOST WHOLESOME TONIC IS
BOCK BEER
TAKEN WITH YOUR MEALS.
$14.00 - - - - - Per Case.
From your dealer, or from the
ORIENTAL BREWERY, LTD,
Depot 55-57, Des Vœux Road.

PURE DRINKING WATER.
BERKEFELD FILTERS.
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ORIENTAL HOTEL
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A FIRST-CLASS AND UP-TO-DATE HOTEL.
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(Manager of J. Lyons & Co., Trocadero) leading Caterer in London and G. O. H., Colombo.
TELEPHONE No. 127. TELEGRAPHIC ADDRESS 'COMFORT,' HONGKONG.
Hongkong, December 1, 1909. 1041

BARGAIN.
NOTICE.
GRAND CARLTON HOTEL.
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O. F. OWEN, *Proprietor.*

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PORTLAND CEMENT
In Casks or 375 lbs. net.
In Bags of 250 lbs. net.
Shewan, Tomes & Co.
GENERAL MANAGERS.

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FAIRALL & CO.
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(opposite the Hongkong Hotel).

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No Writing Table Complete Without It.
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Engagements. Notes. Calls Received. Special Addresses. Important Correspondence. Borrowed. Mottoes.
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Hongkong, August 23, 1910. 708

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ASBESTOS Boiler Covering and Packings.
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"AQUARIUS" WATER.
A Pure, Distilled Table Water.
IN QUARTS, PINTS & SPLITS.
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Caldbeck, Macgregor & Co.,
15 Queen's Road
Hongkong, September 14, 1910.

Intimations.

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WATCH-MAKERS AND JEWELLERS.

HOTEL MANSIONS.

Telephone No. 963.

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DIAMOND, JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, *General Manager.*

Hongkong, August 12, 1908. 1117

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Rings, Brooches Ear-rings, Pins, Pendants, Hair-combs, Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

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WEISMANN'S PURE FRESH COFFEE

Roasted and ground on our premises daily.

IN ½ LB.- AND 1 LB. TINS.

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AVENARIUS CARBOLINEUM

THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND

LASTING PROTECTION

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ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver, Temporary Congestion arising from Alcoholic Beverages, Errors in Diet, (Eating or Drinking,) Biliousness, Sick Headache, Giddiness, Oppression or Feeling of Melancholy, Vomiting, Heartburn, Sourness of the Stomach, or Constipation. It is a Refreshing and Invigorating Beverage, most Invaluable to Travellers, Emigrants, Sailors, and Residents in Tropical Climates.

ENO'S "FRUIT SALT" assists the Functions of the Liver, Bowels, Skin, and Kidneys by Natural Means; thus the blood is freed from poisonous or other hurtful matters, the foundation and great danger of Chills, Fever, Worry, Blood Poisons, &c. There is no doubt that, where it has been taken in the earliest stages of a disease, it has, in innumerable instances, prevented a serious illness.

CAUTION.—*Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'; otherwise you have the sincerest form of flattery—IMITATION.*

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London, S.E., Eng., by J. C. ENO'S Patent.

Sold by Chemists and Stores everywhere.

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ALL SORTS OF ARTISTIC JOB-PRINTING

SUCH AS

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUSES, WINE LISTS, ETC., ETC., ETC.

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European Supervision Moderate Prices.

Intimations.

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AGENCIES:

YOKOHAMA: M. Asada, Esq.
CHINKIANG: Messrs Gearing & Co.
MANILA: Messrs Macondray & Co.

For particulars, apply to

H. OISHI,
Manager,
No. 2, PEDDER STREET, HONGKONG.

Hongkong, January 9, 1909. 816

NOTICE.

MR CHARLES EDWARD ANTON has been admitted a MEMBER of our Company.

JARDINE, MATHESON & Co., LTD.

Hongkong, September 23, 1910. 1172

NOTICE.

WE have This Day admitted MR ARTHUR NILSON as PARTNER in our firm.

OLOF WIJK & CO. AGENCIES, LTD.

Gothenburg, 1st September, 1910. 1155

NOTICE.

WE have This Day been appointed AGENTS for the SWEDISH EAST ASIATIC STEAMSHIP CO., LTD.

OLOF WIJK & CO. AGENCIES, LTD.

Gothenburg, 1st September, 1910. 1156

NOTICE.

WE HAVE This Day been Appointed SOLE AGENTS for the SWEDISH LLOYD S.S. CO.

OLOF WIJK & CO., AGENCIES, LD.

Gothenburg, 15th July, 1910. 1162

JAPANESE MASSAGE.

Masseur MEIJI SHA,

GRADUATE OF
KOBE MASSAGE SCHOOL.
ATTENDANCE AT
PATIENTS' RESIDENCES.
No. 171, WANCHAI ROAD.
GROUND FLOOR.

Hongkong, June 2, 1910. 708

JAPANESE MAKERS.



EVERY KIND OF **Footwear** MADE TO ORDER

CHERRY & CO.,
35, WELLINGTON STREET.

Hongkong, May 5, 1910. 578

PATELL & CO.,

Exporters & Importers

General Merchants and Commission Agents.

Hongkong and Canton.

CARDS.

Cards have been well cursed in their time. Stern moralists and luckless gamesters are agreed in this matter. It is their reasons that differ. We are told that cards were invented to amuse a Royal madman. This is pretty rhetoric, but bad history. They had made many men mad centuries before Charles V. submitted to melancholia and fled from the vanities of the world he had helped to make more wicked. It is unfair to blame a few pieces of pasteboard for men's passion for gambling. Wagers have actually been made upon an interesting game called "Flyloo," wherein the pawns are a fly and some sugar. The Knave of Clubs may be a very bad lot; who dare traduce the Queen of Hearts?

The history of cards is, in fact, very ancient. They are of Eastern origin. The Hindoo and Chinese cards were emblematic in a very high degree. The former illustrated the ten incarnations of the deity Vishnu, and the latter typified the stars, the virtues, or almost anything the players pleased. Sir William Jones, the Orientalist, considered that the Hindoo game, "The Four Rajahs or Kings," a species of exceedingly complicated chess, was the germ of the parti-coloured pasteboard which has been the ruin of so many fortunes. In the wardrobe accounts of King Edward I. there is a record of money paid to that monarch for playing at "The Four Kings," which is supposed to have been a game of cards. How and when painted cards took the place of carved figures is a matter of conjecture. The Chinese assert that cards were invented in the reign of Sun-ho, who flourished about 1120 A.D., and were devised for the amusement of his numerous wives. So, after all, there was a woman at the bottom of the mischief. The Chinese had only three suits, while the Hindoos had four. They were oblong instead of circular. But that made no difference to the fact that money went as quickly—round or square.

Cards do not appear to have been known in Europe until the end of the 14th century, and made their entry by way of Spain. A record exists that Charles VI. of France purchased cards during 1393, so that they had soon made their way northwards. Fourteen years later card-making had become a regular trade in Germany, but it was some time before wood engraving was used. The pips, originally, were very prettily designed as hearts, bells, acorns, and leaves. In those days the place of the queen was filled by a knight, and it is to Italy that the glory of giving place aux dames must be ceded. There was no ace—to play the douce!

The signs upon the Italian cards, which were the first introduced to England, were cups, swords, money, and clubs; but in the third year of Edward IV. their further importation was forbidden, so that local cardmakers might be protected from foreign competition. Cards, we read, were played at that time "in all places of worship" in the country. At first sight this seems to be a sad stain upon the morals of the clergy. But it happens that by this term was meant, not the churches, but the houses of the gentry. Here is a theme for reflection for the moralist as an illustration of the flimsy foundation upon which a fine edifice of scandal can be built.

Henry VII. was a card player, and there are not a few entries in that mean monarch's privy purse account of the King's little losings. How his thrifty soul must have loathed that ledger! His daughter Margaret at the age of fourteen was found by James IV. of Scotland—the first time that he saw her—in the act of playing cards. The game must have been ecarte, for he at once "proposed" to her, and she "accepted" him.

During the reign of Henry VII. a sum was regularly allotted to the Princess, afterwards Queen Mary, for this special purpose, and amounts given her at a time for immediate disbursement ranged from 20s to 40s, but one sum was so disgracefully low—for a royal personage—as "two and tuppence." The future Queen Bess no doubt made her partners pay. James I. reconciled cards with his conscience, but he was too weak to hold his own hand. Somebody else did that; though the monarch laid a heavy hand on the stakes when he won, and had a shocking bad memory when he lost.

About the year 1667 cards bearing heraldic devices were brought into England. The king of clubs was represented by the arms of the Pope; of spades by those of the King of France, of diamonds by those of the King of Spain, and of hearts by those of the King of England. The French, from whom we derive our four suits, were constantly changing their court cards and repainting on them all sorts of historical characters. In the earlier period their kings were David, Alexander, Cæsar, and Charlemange, or Solomon, Augustus, Clovis, and Constantine. At the time of the French Revolution the card-kings were replaced by four philosophers—Moliere, La Fontaine, Voltaire, and Rousseau; and those of the Queens by four virtues—Prudence, Justice, Temperance, and Fortitude—all of which were distinguished by their absence from the Revolutionists themselves. Faith and works were carefully separated. The United States, of course, would have no kings or queens in the land of democracy. So Washington became president of hearts, John Adams

(Continued on Page 3.)

Intimations.

J. T. SHAW,

Tailor & Outfitter,

HONGKONG HOTEL,
QUEEN'S ROAD.



Hongkong, November 1, 1909. 1361

YEE SANG FAT,

34, QUEEN'S ROAD CENTRAL
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TAILORS AND OUTFITTERS.

ALL THE LATEST GOODS.

STYLE AND FIT GUARANTEED.

LOWEST PRICES.

Hongkong, Sept. 20, 1910. 1148

CHEONG HING.

HAS ALWAYS ON HAND A LARGE ASSORTMENT OF CURIOS, PORCELAIN, JADESTONE AND SILK EMBROIDERIES.

INSPECTION SOLICITED.

BUSINESS COMMENCED,

WEDNESDAY, 13TH JULY.

HONGKONG, 77, QUEEN'S ROAD CENTRAL.

Hongkong, July 11, 1910. 680

THE BIRD IN THE HAND

(A BIRD IN THE HAND IS WORTH TWO IN THE BUSH).

'THE bird in the hand' to the merchant is the customer within the store. It requires some sort of attraction in the first place to get the customer there—about the best attraction is a real, live advertisement; something good that will catch the eye that has been carefully written, artistically compiled and strikingly set up. Advertisements in the China Mail and Overland China Mail read the best, look the best and give the best results.

Hongkong, April 12, 1910. 48

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TAILORS AND OUTFITTERS.

HAVE JUST RECEIVED NEW SHIPMENTS OF

Drapery, Grocery, Ironmongery, Crockery, Glass and China Ware, Furniture, Watches & Clocks.

The Cheapness and quality of their Goods have no equal,

209-213, DES VŒUX ROAD CENTRAL,

107, CONNAUGHT ROAD CENTRAL,

(Trams pass the Door)

Telephone 189.

Hongkong, August 16, 1910. 772

Intimations.

Promptness is second only to accuracy.

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Means discomfort to you until replaced.

We issue prompt delivery of glasses—

BECAUSE our stock is complete, so carefully systematised and checked that the excuse 'We are just out' is unnecessary with us.

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BECAUSE all work is done on the premises and every job is traced through the various shop operations and ready on time.

No matter whether you need the simplest form of lens, or the most complicated Toric, we can satisfy you on PROMPT RESULTS.

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76, Escolta, Manila.

CLARK & Co. SCIENTIFIC OPTICIANS
HOTEL MANSIONS BLDG. HONGKONG

ENTRANCE on PEDDER STREET.

Hongkong, July 26, 1910. 877

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
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CLETEAS *is a* MELISSA *and* MINT *cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar.*

COMPAGNIE du VIN SAINT-RAPHAEL. Valence (Drôme-France).

CALDBECK, MACGREGOR & Co., Hongkong.

WANTED.

ASSISTANTS for MILLINERY BUSINESS.

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M. GAINS,
18, Nathan Road, Kowloon.

Hongkong, Sept. 22, 1910. 1166

WANTED.

BY a Lady in Shanghai a NURSE. European preferred, for one little girl, age 4½. Applicant must be a good needlewoman. Write stating age, references, &c., to

'SHANGHAI,'
Care of 'CHINA MAIL' Office.

Hongkong, August 23, 1910. 1025

WANTED.

REQUIRED by a FIRST-CLASS MERCANTILE HOUSE (Export & Import) in Hongkong, an experienced man of business to act as COMPRADORE. Good references and security to the extent of at least $50,000 required.

Apply in writing to
Messrs JOHNSON, STOKES & MASTER,
Prince's Buildings,
Ice House Street.

Hongkong, September 20, 1910. 1152

VANCOUVER ISLAND OFFERS Sunshiny, Mild Climate; good profits for ambitious men with small capital in business, professions, fruitgrowing, poultry, farming, manufacturing, lands, timber, mining, railroads, navigation, fisheries, new towns; no thunder storms, no mosquitoes, no malaria. For authentic information, free booklets, write Vancouver Island Development League, Room A 47, Broughton St., Victoria, B.C.

Hongkong, August 9, 1910. 697

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

Hongkong, September 4, 1909. 1124

THE TYPHOON MAP

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

EVERYONE SHOULD HAVE IT

Price Ten Cents.

From the 'CHINA MAIL' Office.

Hongkong, June 28, 1910. 815

WASHING BOOKS.

(In English and Chinese).

WASHERMAN'S BOOKS, for the use of Gentlemen, can be had at this Office.—Price, 30 Cents.

'CHINA MAIL' Office, 5, Wyndham Street.

NORTH BRITISH & MERCANTILE INSURANCE CO.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1909, £19,875,357.

I—Authorised Capital	£6,000,000		
Subscribed Capital	£3,275,000		
Paid-up Capital	£1,212,500	0	0
II—Fire Funds	3,488,136	5	7
III—Life & Annuity Funds	15,089,332	10	11
Sinking Fund Account	85,388	2	0
	£19,875,356	19	6
Revenue Fire Branch...	2,352,998	17	10
,, Life & Annuity Branches.....	1,827,635	14	3
,, Marine Department	209,921	7	8
Other Receipts	35,252	8	1
	£4,425,806	7	10

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO.,
Agents.

22

ROSSIA INSURANCE COMPANY.

ST. PETERSBURG, RUSSIA.

TOTAL ASSETS.....Rubles 75,674,840.

NOTICE IS HEREBY GIVEN that Messrs MELCHERS & CO. have been Appointed our AGENTS in Hongkong.

Referring to the above Notice, we have taken over the Agency of the ROSSIA INSURANCE COMPANY, ST. PETERSBURG, RUSSIA.

And we are prepared to Accept Orders for FIRE & MARINE INSURANCE (European and Chinese Risks) at Current Rates.

MELCHERS & CO.,
Insurance Dept.

Hongkong, February 4, 1910. 168

A PERFECT DISINFECTOR

JEYES' FLUID

SOLE AGENTS

W. G. HUMPHREYS & CO.

BANK BUILDINGS.

Hongkong, May 12, 1908 1024

IS CHRISTIANITY SCIENCE.

INTRODUCING INTO CHINA

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price ... 30 Cents.

To Let.

TO LET.

LARGE House known as "DETHICK," No. 63, ROBINSON ROAD. Electric and gas laid on. Tennis Court, Garden and Stable with full Harbour Views.
Apply to
LI POLUNG,
c/o Li Bros.,
Alexandra Buildings.
Hongkong, September 23, 1910. 1173

TO LET.

GODOWN No. 6a, DUDDELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, January 1, 1910. 109

TO LET.

OFFICES in DES VŒUX ROAD CENTRAL, corner of Ice House St.
Apply to
Messrs PEROY SMITH & FLEMING,
5, Queen's Road.
Hongkong, June 1, 1910. 890

TO LET.

FOUR and Five-Roomed HOUSES, at Kowloon.
New and Commodious SHOPS, NATHAN ROAD, Kowloon. Immediate possession. Cheap Rentals.
Apply to
HUMPHREYS' ESTATE & FINANCE Co., LTD.
Hongkong, March 23, 1909. 405

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs Jardine, Matheson & Co., Ltd.
Apply
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, August 1, 1910. 734

TO LET.

OFFICES, HOTEL MANSIONS.
Apply to
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, August 31, 1910. 1083

TO LET.

GODOWN No. 4, NEW PRAYA, Kennedy Town.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, August 29, 1909. 1052

TO LET.

NOS. 19 & 23, SHELLEY STREET, New 5-roomed Houses.
No. 9, BEACONSFIELD ARCADE, Shop.
No. 67, PRAYA GRANDE, MACAO.
1 House in BELILIOS TERRACE.
C.M.S. PEAK BUNGALOW, Mount Kellet, furnished for 7 months from 1st November, 1910.
OFFICE in BEACONSFIELD ARCADE

FOR SALE, TOR CREST, at Peak commanding magnificent view of the Harbour and adjacent Islands.
Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, April 12, 1909. 416

TO LET.

21, CONDUIT ROAD, Clifton Gardens.
1-2, ROWEN ROAD lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.
GODOWNS, 151 to 155, PRAYA EAST.
OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
A HOUSE in WONG-NEI-CHONG ROAD.
OFFICES in YORK BUILDING.
No. 19, DES VŒUX ROAD CENTRAL, 1st Floor.
SEMI-EUROPEAN FLATS, Moderate Rents, PRAYA EAST—Corner of Observation Place. The Trams stop at the door. Also new EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, September 10, 1910. 22

MARTIN'S
APIOL & STEEL PILLS
For Ladies
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 4/- MARTIN, Chemist, Southampton, Eng.
MARTIN'S
APIOL & STEEL PILLS
For Ladies

WEEKLY NEWS FOR HOME

The Over-land China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave so you may receive it while at Home.

Price $14 per annum including postage.
THE CHINA MAIL, LTD.
5, Wyndham Street.

THEATRE ROYAL.
ONE WEEK ONLY.
The Incomparable
NICOLA
And the same Original Company that Mystified
New York, London, Paris 6 Months Chicago, Vienna, Berlin 3 Months
And all the Principal Cities of the World
TONS OF ELABORATE Magical Apparatus, Special Scenic and Electrical Effects 100 New Illusions, STARTLING FEATS and SENSATIONAL SURPRISES
POSITIVELY THE GREATEST SENSATION THE WORLD HAS EVER KNOWN
EXTRA ADDED SPECIAL FEATURES
NICOLA'S Challenge Hand Cuff SENSATION
Nothing on earth has yet been found that can hold Nicola a prisoner
GEORGE NADOLNY, America's Greatest Eccentric Juggler
WHIPPLE & ADAMS, Refined Singing and Dancing Artists
MARGUERITE SUTTON, The Peerless Psychic Marvel
DOBSKI, The King of Laugh Provokers
TWO SOLID HOURS OF LAUGHABLE MYSTIFYING AND EDUCATING ENTERTAINMENT
Commencing WEDNESDAY, October 5th.
SPECIAL MATINEE: SATURDAY, October 8th.
Booking at ROBINSON'S.
Hongkong, September 21, 1910. 1168

Auctions.

G. R.

PUBLIC AUCTION.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 3rd day of October, 1910, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Kau U Fong, in the Colony of Hongkong, for a term of 15 years.

Particulars of the Lot.

Registry No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Sq. Ft.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1853.	Kau U Fong.	(As per sale plan).				9,276	3,250	

1178

G. R.

PUBLIC AUCTION.

Particulars and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of October, 1910, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND opposite Shaukiwan Marine Lot No. 5, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.

Registry No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.E.	S.W.	N.W.	S.E.	Contents in Sq. Ft.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Shaukiwan Inland Lot No. 423	Opposite Shaukiwan Marine Lot No. 5.	45	45	60	60	2,880	25	2,050

1177

PEAK TRAMWAYS COMPANY LIMITED,

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m....Every 30 minutes.
7.30 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m...Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 3.00 p.m....Every 15 minutes.
3.30 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m....Every 15 minutes.
9.00 a.m. to 9.30 a.m....Every 30 minutes.
9.30 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.45 a.m. to 12 Noon....Every 15 minutes.
12.00 Noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
7.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 8.15, 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Secers. Managers.

HUGHES and HOUGH,

AUCTIONEERS AND COMMISSION AGENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Executor of the Will of the late W. LYNAUGHT, (deceased) to sell by Public Auction,

TO-MORROW (TUESDAY),
the 27th September, 1910, commencing at 2 P.M., at 'HOMEVILLE,'
WANCHAI ROAD,—

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE
THEREIN CONTAINED,
Comprising:—
Teakwood Hatstand with Glass, Overmantels with Bevelled Glass, Double and Single Iron Bedsteads with Wire and Rattan Mattresses, Teakwood Wardrobes with Bevelled Glass, Marble-top Washstands, Toilet Sets, Dressing Tables with Bevelled Glass, Lady's Desk, Bookcases, Teakwood Extension Dining Table and Chairs, Glass Crockery and E.-P. Ware, Oil Paintings, Water Colours, Engravings, Fur Rugs, Japanese and Chinese Curios, a large quantity of Canton Carved Blackwood Ware:

Also
One Cottage Piano by Challen & Co., One Iron Safe by Chubb's,
And
A quantity of Plants in Pots.
On view from Saturday, 24th Sept.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, September 17, 1910. 1137

PUBLIC AUCTION.

THE Undersigned have received instructions from H. PERCY SMITH, Esq., Liquidator for the Hongkong Milling Co., Ltd., to sell by Public Auction,
on
TUESDAY,
the 27th September, 1910, at 11 A.M., at No. 5, QUEEN'S ROAD CENTRAL,
Top Floor,—
A QUANTITY OF VALUABLE OFFICE FURNITURE,
Comprising:—
American Roll-top Desk, Writing Tables, Revolving Stationery and Bookcases, 2 Shannon Files, Cabinets, a number of Large Pictures in Frames and a quantity of Signalling Flags, &c., &c., &c.;
Also
Two well-made Camphorwood Butterfly Cases, One Humber Bicycle in good condition and One Megaphone.
On View from Saturday, 24th instant.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, September 21, 1910. 1160

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
on
WEDNESDAY,
the 28th September, 1910, at 11 A.M., at their SALES ROOMS, No. 8, DES VŒUX ROAD, Corner of Ice House Street,—
A LARGE QUANTITY OF MANILA CIGARS
From LA COMERCIAL FACTORY,
Comprising:—
Habano, Nuevo Habano, Nuevo Cortado, Cortado de la Reina, Regalia Esmeralda, &c., &c.;
Also
A quantity of Assorted Wines and Spirits.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, September 24, 1910. 1174

SAM-TSZ-KING
THE TELEMETRICAL CLASSER.
Translated by E. J. EITEL, P.H.D.
To be had at the CHINA MAIL Office.
Price ..... 50 cents.

of diamonds, Franklin of clubs, and Lafayette of spades. Acting upon this principle a modern New York pack would have as its kings, let us say, Rockefeller, Vanderbilt, Pierpont Morgan, and Astor. But there would be no hearts in the pack. One of the queens was Venus, modestly covering her charms, and the others were Fortune, Ceres, and Minerva. The Indians supplied the knaves. This was in the forties; so that the niggers or politicians would probably fill the bill now.

The ingenuity of man has been fully displayed in discovering new games with 52 pieces of gaudily-coloured pasteboard. Between the sweet simplicity of "cut-throat" euchre and the fatal fascination of bridge there is a remarkable variety of temptations, ancient and modern. Some of them are almost forgotten. The mention of their names raises ghosts of other times and other manners. We have whist played with all the rigour beloved of our grandfathers; "solo" hearts, and bridge, ombre, basset and loo, euchre and poker, cribbage and "nap," vingt-et-un and quadrille, rouge et-noir, and trente et quarante, piquet and ecarte, bezique and baccarat, banker and "faro." Nor must we forget the fame of the "three card trick" or the fine art of the fortune teller who sees a rod-haired "cat" in the Queen of Diamonds and a bold, bad man in the Jack of Spades.

Though cards are associated with cheating and trickery and have a record stained by murder and suicide, they have given to the English language a phrase which is synonymous with honour and fair play, "According to Hoyle." No one wants a definition; it is used in everyday life. Cards have thrust greatness upon Edward Hoyle. He was a member of a good Yorkshire family, and was born near Halifax in 1672. He lived for nearly a century; and his good works have lived after him. Finding a plentiful lack of briefs at the bar, he had ample time to study a game which had arrived in England about 150 years before he did. It was first called "Triumph," and in 1502 it had become so popular that Hugh Latimer preached against it at Cambridge. Neither the Protestant martyr, nor any of his successors have put an effective ban upon the board of green cloth. It must surely be a sign of dreadful moral degeneration that all the thunders of the pulpit only make the miserable sinner grin while he shuffles the pack. The name of "trumph" gradually changed into "trump," later it became "whisk," and finally "whist." It is mentioned in Cotton's "Complete Gamester," published a couple of years after Hoyle's birth; but the rules set out were not usually accepted. The game was played in different ways by various companies, and naturally differences of opinion arose. In the days when "pistols for two and coffee for one" was a frequent early morning order, these little disputes had an effect on the death rate. Hoyle's barristerial training gave him special qualifications for the study of whist and the formulation of a code of rules which might meet with general approval. He was an habitue of a coffee-house frequented by the hardest players and most distinguished men about town, and soon acquired a reputation so high that he was recognised as an authority whose decision upon a doubtful point was final. He made a comfortable income as a tutor in whist, and had the satisfaction of receiving £1,000 for the copyright of a work called "A short Treatise on Whist," in which he embodied the results of his long experience and close application. He also wrote upon other card games, and the rules he laid down were accepted as law. He had reached the age of 97 when he died in 1769, and his rules were unchallenged until 1864, when they were revised by the Arlington and Portland clubs, in London. But the game is still played "according to Hoyle."

The shibboleth of cards has entered into the language in other ways than this. A man may be "euchred" or may "ring in a cold deck" in other places than the card-room. He may try a "bluff" or meet a "freeze-out" in business as in play. Commercial calculations can be upset by an ally's bad lead or an opponent's "full hand," and "the deuce" is a commonplace every-day expression. The nine of diamonds is "the curse of Scotland," because it was Lauderdale's heraldic device, and somebody else holds "the joker" at every turn of life's game.

AUGUST RUBBER RETURNS.

Seafield	18,671 lbs.
Anglo-Sumatre	2,800 ,,
New Comet	282 ,,

Lord and Lady Llangattock have sent a communication to a well-known London journalist, saying how deeply touched they both have been at the expressions of sympathy with them upon the death of their son, the Hon. C. S. Rolls. They desire it to be known that a life of their son, in volume form, is in course of preparation.

There is a story that after the return to England of the troops from the Crimea, Lord Stratford at a dinner suggested that those present should write on a piece of paper the name of the person whose Crimean reputation would endure longest. When the votes came to be examined it was found that not a single soldier had received a single vote. Every paper bore the same two words—Florence Nightingale.

FERNS FOR SALE.

MAIDENHAIR FERNS (Adiantums), comprising following species in 11, to 18" pots, Farleyense, Concinnum, Colliisii, Mairisii, Bausei, Ferguson, Gracillimum, Formosum, Tenerum, Fragrantissimum, Trapezi forme, Peruvianum, &c., &c. About 100 Plants. Prices from $1 to $3 each, according to size. A Tenerum 50 cents each. Straits currency free on board.
Apply to
ST. V. E. DOWN,
Singapore.
Singapore, September 21, 1910. 1167

GEO. P. LAMMERT

AUCTIONEER.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction
on
FRIDAY,
the 30th September, 1910, commencing at 2.30 P.M., at No. 27, Kowloon Docks,—
A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,
(Particulars from Catalogue).
TERMS:—Cash on delivery.
On View from Thursday, the 29th Sept., 1910.
GEO. P. LAMMERT,
Auctioneer.

MILNERS' PATENT FIRE RESISTING SAFES
As supplied to the principal banks and mercantile houses.
For Sale.
FOR SALE.
ONE FULL SIZE
Burroughs and Watts
BILLIARD TABLE
WITH ACCESSORIES.
Apply to
GEO. P. LAMMERT.
Hongkong, June 7, 1910. 724

FOR SALE.—AT THE PEAK.

THE REMAINING PORTION OF RURAL BUILDING LOT No. 1.

THIS property consists of the TWO EUROPEAN DWELLING HOUSES known as Bicton and Brockhurst situated on Mount Gough and having most delightful views of Hongkong Harbour and out to Sea, of a most excellent Building Site at present used as a Tennis Ground and of other Vacant Ground.
The owner is prepared to sell the whole property or any portion.
For particulars apply to
DENNYS & BOWLEY.
Supreme Court.
Hongkong, July 23, 1910. 994

HANG TAI CO.,
No. 38, Praya East.
FOR SALE.
LARGE Stocks of AMERICAN PINE, CHINA PINE, TEAK, and Various Kinds of HARDWOOD, &c.
TIMBER YARD AT PRAYA EAST.
Inspection Solicited.
PRICES MOST REASONABLE.
CHU CHUNG HEE,
Manager.
Hongkong, May 4, 1910. 158

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$15,000,000
RESERVE FUNDS—	
Sterling £1,500,000@2/-=	$15,000,000
Silver	16,000,000
	$31,000,000
RESERVE LIABILITY OF PROPRIETORS	$15,000,000

COURT OF DIRECTORS.
G. BALLOCH, Esq.—Chairman.
ROBERT SHEWAN, Esq.—Deputy Chairman.
F. H. Armstrong, Esq. — S. A. Levy, Esq.
Andrew Forbes, Esq. — F. Lisb, Esq.
G. Friesland, Esq. — G. H. Modhurst, Esq.
Hon. Mr Henry Keswick — E. Shellim, Esq.
O. R. Lanzmann, Esq. — H. A. Siebs, Esq.
CHIEF MANAGER
Hongkong—J. R. M SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
,, 6 ,, 3 ,, ,,
,, 12 ,, 4 ,, ,,
N. J. STABB,
Acting Chief Manager.
Hongkong, August 26, 1910.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application
INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Acting Chief Manager.
Hongkong July 16, 1910. 1519

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL	£1,500,000
SUBSCRIBED do.	£1,125,000
PAID-UP do.	£ 562,500
RESERVE FUND	£ 225,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2½ per annum on the Daily Balance.
ON FIXED DEPOSITS:—
For 12 months ..... 4 %
,, 6 ,, ... 3½ ,,
,, 3 ,, ... 2½ ,,
EVAN ORMISTON,
Manager.
Hongkong, April 26, 1909. 45

YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.

CAPITAL PAID-UP	Yen 24,000,000
RESERVE FUNDS	,, 16,250,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES:

TOKIO.	KOBE.	NAGASAKI.
LONDON.	LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.	BOMBAY.
SHANGHAI	HANGKOW.	NEWCHWANG
TIENTSIN.	PEKING.	ANTUNG.
PORT ARTHUR.	DALNY.	TIE-LING.
SIUYANG	MUKDEN.	CHANG-CHUN.

HONGKONG—Interest allowed.
On Current Account at the Rate of 2½ per annum on the daily balance.
ON FIXED DEPOSITS:—
For 12 months ..... 4 % per annum.
For 6 months ..... 3½ % ,,
For 3 months ..... 3 % ,,
TAKEO TAKAMICHI,
Manager.
Hongkong, March 12, 1910.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ,
(NETHERLANDS TRADING SOCIETY)
ESTABLISHED 1824.

PAID-UP CAPITAL } RESERVE FUND }	Fl. 45,000,000 (£3,750,000). About Fl. 6,632,238.— (£552,686).

HEAD OFFICE—AMSTERDAM.
HEAD AGENCY—BATAVIA.
BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Djember, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medar (Deli), Palembang, Kota-Radja, (Achsan), Macassar, Bandjermasin.
Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney New York, San Francisco, &c., &c.
LONDON BANKERS:—The Union of London and Smiths Bank, Limited.
The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED:
On Current Accounts 2% per Annum on balances.
Fixed Deposits 12 months 4½% per Annum.
Do. 6 months 4 % Do.
Do 3 months 3½% Do.
A. F. VAN REES, *Agent.*
Hongkong, July 26, 1910.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

PAID-UP CAPITAL	£1,200,000
RESERVE FUND	£1,200,000
RESERVE LIABILITY OF PROPRIETORS	£1,200,000

INTEREST allowed on Current Accounts at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
,, ,, ,, 6 ,, 3½ ,,
,, ,, ,, 3 ,, 2½ ,,
WM. DICKSON,
Manager.
Hongkong, April 26, 1910. 18

INTERNATIONAL BANKING CORPORATION.

CAPITAL, PAID-UP ..... Gold $3,250,000
RESERVE FUND ..... Gold $3,250,000
Gold $6,500,000
(about £1,500,000).
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Hongkong, August 17, 1910.

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Local Bills discounted. Special facilities for Russian exchange. Foreign exchanges on the principal cities of the world bought and sold.
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PRINCE'S BUILDING.
Hongkong, August 16, 1910.

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CINEMATOGRAPH THEATRE.

PREMIER HALL OF THE COLONY.

Des Voeux Road Central, Opposite Central Market.

2 Performances:—7.15 to 9 and 9.15 to 11.30 P.M.

GRAND PROGRAMME OF MAGNIFICENT FILMS.

Great Success of the eminent Soprano Miss ADDIE LEIGH in High-class and select Music.

The celebrated Soubrettes Miss MAGGIE FRAZER and Miss MAY LEWIS.

BIRTHS.

HENRY.—At the Victoria Hospital, on the 25th instant, to the wife of the Rev. J. McCLURE HENRY of Canton, a son.

COFFIN.—On September 24th, at "Tusculum," Barker Road, The Peak, to Mr and Mrs A. G. COFFIN, a son.

KIDDLE.—On September 21, 1910, at the Victoria Nursing Home, Shanghai, the wife of Captain E. B. KIDDLE, H.M.S. Astraea, of a son.

DEATHS.

WILSON.—On September 18, 1910, in London, JOHN WILSON, late Supt. of New Dock, (Shanghai Engineering and Dock Co., Ltd.)

STANDRING.—On September 19, 1910, at Nagasaki, the Reverend WILLIAM H. STANDRING, of the American Church Mission, Soochow.

RUNDLE.—On September 18, 1910, at the General Hospital, Shanghai, REGINALD LESLIE RUNDLE, Standard Oil Co., aged 44 years.

MEMOS FOR TO-MORROW.

Auctions.

11 a.m.—Auction of Office Furniture, etc. at 5, Queen's Road Central (Top Floor).

2 p.m.—Auction of Household Furniture, &c. at 'Homeville,' Wanchai Road.

Meeting.

5.15 p.m.—Annual Meeting, Kowloon Cricket Club.

Miscellaneous

5.30 p.m.—Harbour Race for *China Mail* Cups.

General Memoranda.

WEDNESDAY, September 28:—
11 a.m.—Auction of Manila Cigars at Messrs Hughes & Hough's Sales Rooms.
5.30 p.m.—Annual Meeting, Hongkong Football Club.

THURSDAY, September 29:—
Buffs' Annual Aquatic Sports at V.R.C. Bath.

FRIDAY, September 30:—
2.30 p.m.—Auction of Household Furniture at 27, Kowloon Docks.

SATURDAY, October 1:—
Civil Service Sports Happy Valley.

SUNDAY, October 2:—
9 a.m.—Excursion to Macao by s.s. Sui-an.

MONDAY, October 3:—
3 p.m.—Auction of Crown Lands at the Public Works Department.

TUESDAY, October 4:—
Jewish New Year Day.

WEDNESDAY, October 5:—
Nikola at the City Hall.

SATURDAY, October 8:—
12.30 p.m.—Meeting of Dairy Farm Co., Ld. at Co.'s Office.
Volunteer Smoking Concert.

SATURDAY, October 15:—
Noon—Meeting of Canton Insurance Office, Ld. at Messrs Jardine, Matheson & Co.'s Offices.
Variety Entertainment, City Hall, 'Bedford' Relief Fund.

The China Mail.

HONGKONG, MONDAY, SEPT. 26, 1910

INDIGNANT JURORS.

A good deal of indignation has been aroused, and rightly so, amongst the Portuguese community in Hongkong by an incident which arose in connection with the last murder trial heard at the Supreme Court. It seems that when the jurors were called to take their places in the jury-box two Portuguese answered to their names in the usual way but after they had taken their seats the Chief Justice, Sir FRANCIS PIGGOTT, had a consultation with the Hon. Mr. W. REES DAVIES, K.C., Attorney General, and Mr C. G. ALABASTER, counsel for the defence, after which the Hon. Attorney General, representing the Crown, in an extremely courteous and considerate manner, said he would not trouble either of the gentlemen. The empannelling of the jury was proceeded with and three other Portuguese gentlemen were asked to stand aside. Having attended for two days at the sessions under the ordinary juror's notice and lost, in consequence, a considerable amount of valuable time, they felt rather indignant at a line being so obviously drawn at nationality, particularly as the jury which was eventually empannelled comprised members of three or four different races. The incident has very naturally wounded not only the feelings of those who were asked to stand aside but those of their compatriots. These gentlemen, we should explain, were born and educated in the Colony and have reached a mature age, the general average being about thirty years, while they have besides a considerable knowledge of the Chinese language, which ought to be a great factor when trying Chinese cases, as any one with such a linguistic acquirement should be able to get a better grasp of the truth, or otherwise, of statements made by native witnesses. But so obvious a fact did not seem to be considered by the Court last week.

Now the obligation of jury service is considered very irksome by most people, which the Court is well aware of, then why, when gentlemen present themselves to discharge these duties should they be subjected to the indignity described above? If they are considered unsuitable as jurymen why place their names on the jury list at all? Would it not be better to remove them from the list and so prevent the occurrence of scenes painful to the feelings in the very extreme?

When it is remembered that all these rejected jurors were highly respectable members of society occupying important and responsible positions in the mercantile community the discrimination exercised seems altogether inexplicable. Whatever motive the Chief Justice had in not allowing them to take their places on the jury panel is beside the point, for similar incidents have occurred more than once in the Supreme Court of Hongkong, one happening not so very long ago. Both in the interests of employers and jurors it would therefore be as well if something were done which would prevent any further repetition of incidents which sadly wound the susceptibilities of men anxious and willing to discharge their obligations to the commonweal.

And now a word as to the trial itself. Having regard to the bulk of the evidence and the statements, we might almost say, admissions, of the prisoner those present in court during the hearing of one of the most gruesome murder trials ever known in the sordid history of the Colony, were not prepared for the verdict which the jury returned. In the face of the amount of crime now prevalent in Hongkong, and the number of horrible murders which have never been brought home to their perpetrators, it would seem that the time is not far distant when murder cases will have to be tried by a special jury. The jury system, though centuries old, is not ideally perfect, but it will not help to make the administration of justice any the surer in this Colony if Portuguese jurymen possessing a working knowledge of local Chinese dialects are to be summoned to the Court and then told to stand aside without so much as a shadow of apology being tendered them for their loss of time and disturbance of work.

We have in the above represented the case as it is discussed in circles directly interested, for it is the function of a newspaper to afford a channel whereby public grievances can be remedied and apparently crooked matters set straight. There may be an excellent reason lying behind the action of the Court, and perhaps an opportunity will be shortly afforded whereby the proper flood of light will be thrown upon a question which at present is a theme of much vexatious comment.

GET IT TO-DAY.

EVERY family should be provided with a bottle of Chamberlain's Colic, Cholera and Diarrhœa Remedy at this season of the year. Attacks of bowel complaint nearly always come on suddenly and when this remedy is at hand, all danger may be avoided. For sale by all chemists and storekeepers.

BIG DISTURBANCE BY AMERICAN SAILORS.

JAPANESE CHILD KILLED.

Murder Charge to be Preferred.

There was great excitement in Wanchai last night as the result of a most serious disturbance created by a party of American bluejackets who had come ashore from the ships at present in harbour. The outcome of it all was that a fire was caused in one house and a Japanese father and child injured in the next, the latter so seriously that the little mite, only some six weeks old, died of the injuries received.

So far can be be learned it would appear that the party visited a Chinese brothel in Bowrington Path and while there by some means a lighted lamp was thrown on to one of the beds, with the result that the mattress caught fire. An alarm was raised and members of the Fire Brigade were soon on the spot and had no difficulty in getting the little outbreak under. By this time a big crowd had gathered in the vicinity and began to surge around the door of the house. Seeing this, one of the sailors, a gunner's mate from the cruiser New York, named John William Hays, began to climb from one verandah to another in order to make himself scarce. By this means he seems to have got into the adjoining house, which was occupied by a young Japanese married couple and their little baby girl. As he entered one of the rooms the bluejacket met the father with the child in his arms. He at once ordered the father to get out of the house. The latter naturally objected to this treatment, whereupon the American caught him by the shoulder and flung him and the child as well down a small flight of stairs, hurling a lighted lamp after them. The lamp struck the wall and its flaming contents burst over the two Japanese who lay huddled together on the stairs. Here they were later found by a European, and removed to hospital. The child was very badly burned and had also sustained a fractured skull. The little thing could not possibly live and she died soon after admission. The father is still in hospital but his injuries are not severe, chiefly consisting of some nasty bruises and a few slight burns.

The bluejacket, who was promptly arrested by Lance-Sergt. Ogg, is now in custody and will be charged to-morrow at the Magistracy with the murder of the child.

NEWS OF THE DAY.

The cod fisheries on the coast of Labrador have been a total failure.

The Paris municipality is offering an aviation prize of £4,000, to be competed for in 1911.

Messrs Patschke and Poole won the 24 hours' motoring race at Brighton Beach, covering 1253 miles.

Brazil has engaged German military instructors, and this has caused considerable dissatisfaction in Paris.

The aviator Le Blanc, aeroplaning from Douai to Amiens, outstripped 47 pigeons which were started at the same time.

The recent labour troubles in connection with the Eight Hours Act have cost the Northumberland Miners' Association £83,000.

The German Socialist Party now has a membership of 722,830, of which 90,000 were recruited during the past year, including 20,000 women.

Mr James Patten, the great American wheat and cotton operator, who recently retired, sold his seat on the New York Stock Exchange for £14,000.

Another week free from plague has passed, and the weekly return issued by the Medical Officer of Health will now be discontinued until any further cases occur.

Mr P. F. Hausser and family leave Swatow for home about the end of October. Mr Hausser has been in charge of H.B.M.'s Consulate at Swatow for the last four years.

Two cases of enteric fever and one of diphtheria constitute the return of communicable diseases for last week. All the subjects were Chinese and one of the fever cases proved fatal.

There were 315 Europeans and 174 Chinese visitors to the City Hall Library, and 259 Europeans and 2,498 Chinese visitors to the Museum during the week ending the 25th Sept.

Unfavourable weather has retarded the vintage in Italy, and it is estimated that the total yield of wine will be only 27,000,000 hectolitres, as compared with 41,000,000 hectolitres in 1909.

William Wittemute, who has been arrested in New York on the charge of fraudulently using the post office to promote mining schemes, is stated to have netted 1,000,000 dollars, including 45,000 dollars from English ladies of title.

A Portuguese boy of 12 years, named Frederico Pereira, was charged at the Magistracy this morning with stealing jewellery from Mrs Remedios, of Mosque Road, and was handed over to his father for the infliction of suitable punishment.

The Land Union, with the co-operation of the London *Mail*, has formulated a scheme to enable pensioners to acquire rural cottages with small holdings on the instalment system, repaying the cost in 30 years, at the rate of 8/ to 12/ per week.

A DANGER AVOIDED.

THERE is no danger from blood poison resulting from a wound when Chamberlain's Pain Balm is applied. It is an antiseptic liniment. For sale by all chemists and storekeepers.

AN ABSENT DEFENDANT.

Claim on Three Promissory Notes.

In the Court of Summary Jurisdiction this morning, before Mr Justice Hazeland, an action was brought by E. A. Aboody, commission agent, against R. F. Daly, to recover a sum of $833.33, said to be due on three promissory notes each for taels 200 and interest, dated January 11th, 1909. Mr J. H. Gardiner was for plaintiff and Mr W. B. Hind for defendant.

Mr Hind stated that he had tried to get hold of defendant but had been unable to do so. He had heard that he had gone to Manila, having left on Saturday. Previously defendant had instructed him to deny the signatures to the notes, and in his absence he (Mr Hind) would like the case adjourned until he could get definite instructions as to what attitude he now intimated taking.

His Lordship—How are you going to get at him?

Mr Hind—I am not certain that he has gone. Anyhow he has left his wife behind.

Mr Gardiner said he was only living a few doors away and he knew the case was coming on. If he did not come into Court and deny the signature plaintiff, after proving his case, must have judgment.

His Lordship Can you prove that he signed the notes?

Mr Gardiner—No, but he is not here to deny it, my Lord.

His Lordship—Your client will have to say that he saw him sign the notes.

Mr Gardiner—Not necessarily. He can prove that he bought the documents.

His Lordship—But you have to prove your case.

Mr Gardiner—I can prove that my client bought these documents which are signed by R. F. Daly.

His Lordship—And whether he is Daly the defendant or not he does not know.

Mr Gardiner—I can prove his signature, I know it well.

Mr Hind—My friend is not an expert.

At this Lordship's suggestion the proceedings were adjourned for a short time in order to allow Mr Hind to enquire definitely whether defendant had left the Colony.

On the resumption Mr Hind stated that he had learned that defendant left on the Rubi for Manila on Saturday.

His Lordship—When is he coming back?

Mr Hind—Well I don't suppose he will come back at all.

His Lordship intimated that he had better go on with the case.

Mr Hind asked for a month's adjournment, by which time he might be able to get a written admission from defendant that the signatures were his.

His Lordship (to Mr Gardiner)—Is there much chance of getting the money?

Mr Gardiner—It all depends how he succeeds there.

His Lordship—Has he an action there?

Mr Hind—No, my Lord, he is going there for the purpose of commencing business of some sort.

Mr Gardiner explained that defendant might come into some money if after taking an account of assets and liabilities of the Owl Grill Room there was a surplus. Then he would get a half of that surplus, in which case plaintiff, if he obtained judgment, would be able to attach it.

Plaintiff then went into the box and stated that he was the holder of the three notes in question, for which he gave $300.

Mr Hind—From whom did you get these notes?

Plaintiff—From Mr Gardiner.

Mr Hind—You did not see Daly sign these notes?

Plaintiff—No.

Mr Gardiner said he proposed to go into the box and say he was well acquainted with the defendant and knew his signature.

His Lordship—You must go a little further than that.

Mr Gardiner remarked that he could produce documents bearing the defendant's signature, and could prove that it was the same as the signatures on those notes.

His Lordship—You are not an expert. I should have to decide whether they are the same. There may be two R. F. Dalys. This case must be properly proved.

Mr Hind stated that until some signature of R. F. Daly's had been properly proved to have been made by him the case could not proceed. He also contended that there must be proof that the notes were properly endorsed by the person in whose favour they were made.

Mr Gardiner went into the box and produced a specimen of the defendant's signature, which he personally saw him sign. He also spoke to seeing the endorsement made by a Chinaman, who was introduced to him by Mr Ramos as the man in whose favour the notes were made.

After examination of the signatures his Lordship said he was of opinion that they were the same.

Mr Hind said plaintiff had to satisfy the Court that the notes were as a fact signed by the defendant and also that they were properly endorsed by the person in whose favour they were made. There were certain discrepancies in the signatures when compared and in view of these he asked for an adjournment.

His Lordship—I am satisfied that the man who signed that document also signed these notes.

After argument the case was adjourned until Friday in order that Mr Ramos might be called to swear to the man he introduced to Mr Gardiner as being the person in whose favour the notes were made.

THE HARBOUR SWIM.

We need hardly remind our readers of the fact that the Harbour Race for prizes presented by the *China Mail* comes off to-morrow evening. Very considerable interest has been manifested in the event, and up to the time of writing there are about a dozen entries, these including most of the best swimmers of the Colony. In addition to these there is a possibility of some of the American naval men now in harbour trying their luck. At any rate, through the good offices of the Consul-General, the matter has been brought to the notice of those aboard the cruisers.

Assuming the conditions to be favourable there is every prospect of a fine race. The start is from the Police Pier at Kowloon at 5.30 p.m., and as the distance has in all previous races been covered in less than half an hour the finish ought to take place at the Praya wall between the V.R.C. and Murray Pier, somewhere about 6 p.m.

SURE CURE FOR DIARRHŒA.

AN ordinary attack of diarrhœa may be cured by a single dose of Chamberlain's Colic, Cholera and Diarrhœa Remedy. Only in the most severe cases is a second or third dose required. Try it. It has a reputation of over thirty-five years behind it, and is everywhere recognized as the most reliable remedy in use for diarrhœa. For sale by all chemists and storekeepers.

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MANCHURIAN TRADE INCREASING.

COTTON AND PIECE GOODS IN DEMAND.

(Independent News Agency's Service to the China Mail.)

TOKIO, September 26.

The import trade of Manchuria during the half year ending 31st July shows an increase of 10,000 tons as compared with the corresponding period of last year. This is due to the greater demand which has set in for cotton goods and piece goods.

AMERICA REQUIRES TWO BIG FLEETS.

VIEWS OF SECRETARY MEYER.

(Independent News Agency's Service to the China Mail.)

TOKIO, September 26.

Mr Meyer, the American Secretary for the Navy, declared in the course of a speech delivered at Boston, that the only means whereby the United States could effectively maintain their dignity and avoid war was to have two big and powerful fleets, one in the Atlantic, the other in the Pacific Ocean.

THE FINNISH DIET.

REFUSAL TO BOW TO RUSSIA.

(Reuter's Service to the China Mail.)

LONDON, September 26.

The President of the Finnish Diet has refused to submit to the Chamber the Russian Ministerial proposals, and the Diet has supported his action.

The dismissal of the Diet is momentarily expected.

COTTON WORKERS DISPUTE.

TO AVERT A LOCK-OUT.

(Reuter's Service to the China Mail.)

LONDON, September 24.

The card-room workers have decided to accept arbitration on the understanding that the affairs of the Fern Mill, Oldham, remain as at present.

This is regarded as indicating a feeling among cotton operatives generally in favour of averting a lock-out.

LONDON, September 26.

The resolution passed by the Card-room Workers Amalgamation yesterday says that they are prepared to refer to arbitration the question as to who had broken the Brookland's agreement in the case of Fern Mill, Oldham, which must be kept stopped until the award is given.

THE EUROPEAN UNREST.

ROUMANIA'S ATTITUDE TOWARDS TURKEY.

(Reuter's Service to the China Mail.)

LONDON, September 25.

The *Times* correspondent at Athens telegraphs that M. Bratiano, the Roumanian Foreign Minister, informed the Turkish Minister at Bukharest on the 4th inst. that in the event of a Turco-Bulgarian conflict Roumania would mobilise all its *corps d'armée* along the military frontier of Bulgaria in order to be prepared for every eventuality.

Roumania wished this decision to be considered as a happy prelude to a policy of sincere friendship which Roumania desired to inaugurate with Constitutional Turkey.

The correspondent adds that the possibility of a military entente between Greece and Bulgaria is now being seriously discussed as a counter-stroke to the Roumanian negotiations.

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THE NEW PERSIAN REGENT.

AN OXFORD GRADUATE.

(Reuter's Service to the China Mail.)

LONDON, September 24.

A telegram from Teheran reports that the Mejliss has elected as Regent Nasi Reimuk, a graduate of Balliol College, Oxford, who is a G.C.M.G. and whose sympathies are pro-British.

FOLLOWING SPAIN'S EXAMPLE.

PORTUGAL AND RELIGIOUS ASSOCIATIONS.

(Reuter's Service to the China Mail.)

LONDON, September 24.

King Manuel, opening the Parliament at Lisbon, announced the firm resolve of the Cabinet to carry out a Liberal programme enforcing laws for the regulation of religious associations.

THE OPPOSITION'S PROTEST.

LONDON, September 26.

A message from Lisbon states that not a single member of the Opposition attended the opening of Parliament, and that an adjournment is now regarded as certain to take place.

THE TURKISH LOAN.

FRANCE PLEASED WITH BRITAIN'S ATTITUDE.

(Reuter's Service to the China Mail.)

LONDON, September 25.

In Paris the liveliest satisfaction is officially expressed with the British attitude towards the Turkish loan.

The *Temps* says that as a result of the conversations which Sir Ernest Cassel has had with the Foreign Office and leading people in the financial world, he has abandoned the idea of attempting to issue the loan in the London market.

EGYPTIAN HOTHEADS IN BELGUIM.

BRITAIN AND MR ROOSEVELT DENOUNCED.

(Reuter's Service to the China Mail.)

LONDON, September 24.

The Egyptian National Congress has been held at Brussels.

Violent speeches were made denouncing Great Britain and condemning Mr Roosevelt for his speech relating to British control in Egypt.

The Burgomaster refused an application from the Conference for permission to participate in to-day's demonstration in honour of the victims in the struggle for Belgian independence.

RAILWAY AFFAIRS.

(Wah Tze Yat Po's Service.)

PEKING, September 25.

The Board of Communications has complied with the request of the shareholders of Canton-Hankow Railway Company to appoint Tsim Tin Yau (general manager of the King Han, King Chin Cheung Hsue Railway) as manager of the Canton-Hankow railway in Canton.

Chao Ching Wu, the newly appointed acting manager of the Kowloon-Canton Railway left Peking to-day.

NEW PRESS LAW.

(Wah Tze Yat Po's Service)

PEKING, September 25.

A law controlling the native press has been drawn up and amended by the Board of Administration and will be brought before the meeting of the Senate for consideration.

A PRINCE ON HIS TRAVELS.

(Wah Tze Yat Po's Service.)

PEKING, September 25.

Prince Tsai Tao has sent two secret reports to the Prince Regent from America.

THE GIN that is in use everywhere.



Unequalled for quality purity and flavour.

THE GIN 'Par Excellence.'

H. Price & Co., Ltd.,

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Hongkong, Sept. 23, 1910.

THE FIRE ON THE S.S. KUM CHOW.

The Inquiry.

A Marine Court of Enquiry into the circumstances attending the recent fire on board the s.s. Kum Chow, was held at the Harbour Office to-day.

Commander Basil Taylor, R.N., presided and the following comprised the Court:—Lieut. Henry Butterworth, R.N., Captain H. A. Hards, of the S.S. Sungkiang; Captain W. C. Passmore, S.S. Haiching; Captain F. Mooney, S.S. Chip Shing.

Mr Reader Harris appeared for Captain Martin.

The President read the warrant of His Excellency the Officer Administering the Government constituting the Court.

John Martin, master of the S.S. Kum Chow, stated the vessel arrived in the harbour on the 17th ulto., and he intended to sail on the afternoon of the 13th inst. with a general cargo. There were some cases of matches in the after hold, while in No. 1 hold there was a quantity of sugar. No. 2 hold was occupied by Chinese vegetables, etc. There was flour principally in No. 3 hold. There were other goods besides the matches in No. 4 hold. The vessel was bound for Saigon.

The President—You did not sail for Saigon on that date?—No sir.

Why?—I was arranging a charter and it was not arranged until 4 p.m.

You could have sailed at 4.30 p.m.?—No I had to order extra coal.

You ordered the coal?—Yes.

To be alongside at what time? As quickly as possible so as to get away the following morning.

Did you give any orders about starting coaling?—Yes, so as to get away at 10 a.m.

You expected then to take in coal during the night?—It is the usual thing to take in bunker coal during the night.

You left then?—I went to the agents and then telegraphed to Saigon.

Did you go on board again?—No sir. I went home.

As a matter of fact you had steam up that night?—Yes.

Do you use the electric light for coaling?—No.

Your dynamo was not working?—No. We have never used it before for coaling.

Who do you have on watch in the harbour at night?—The quartermaster.

Chinese?—Yes.

When you are working cargo or coal you always have an officer on watch?—Yes, the chief engineer.

When did you next hear from the ship?—At 6 a.m. the next morning.

What did you hear?—The agent came to my house and reported that the ship was on fire.

What did you do?—I went to the ship as quickly as I could. I got there about 7 o'clock.

Was the ship still on fire?—Smoke was issuing from No. 2 hold. The fire was put out half an hour afterwards.

When you got there were there any fire-floats?—Only one.

Which one?—As far as I remember it was the one with two funnels.

Were you working any cargo that night?—No, Sir.

When did you finish working cargo?—Sometime during the afternoon.

Questioned by Mr Harris witness said that he expected the coal about 5 o'clock. He saw that all the cargo was properly stowed away. The bridge saloon, Captain's room and other cabins were burned out.

What about the passenger accommodation?

The President—When you left the ship were there any passengers on board?—320.

All Chinese?—Yes.

Where were they accommodated?—In No. 1 and No 3, 'tween decks.

F. W. Jones, mate, stated that he superintended the taking in of the cargo. In No. 1 hold there were 1,500 bags of sugar and a small quantity of general goods. No. 2 contained general goods but witness had no idea of their contents. Some contained tobacco. No. 3 contained 1,500 bags of flour, while No. 4 contained iron pipes and general goods.

The President—You had some matches there?—Not that I am aware of.

You had some passengers on board?—Yes.

When your finished the cargo what did you do?—I remained on the ship.

What orders did the master give you?—To leave everything as they were until the following morning.

He did not say anything to you about the coal?—No sir.

Did he say anything about sailing?—No.

The coal came alongside about 11 o'clock?—Yes.

How many lighters? One lighter. After that another lighter came alongside.

Did they commence to get the coal in at once?—Yes, sir. They went on coaling until 2.15 a.m. No. 1 coolie could not speak English.

Were you on deck all the time?—Yes, sir. I never left the deck.

There was no signs of fire then?—No. The fire occurred when I was looking after a ventilator.

Where was it?—On the bridge deck.

The bunkers were full then?—Yes.

You heard shouting?—Yes. I ran down and found fire at No. 2 'tween decks.

Did you see flames?—Yes. In the port alley way. There was fire at the entrance of No. 2 'tween decks.

Underneath the bridge?—Yes.

What occurred then?—I ordered the hoses to be put on and the fire alarms to be given.

Yes?—When I saw the fire I got wet blankets to smother the fire.

Could you see what was on fire?—The woodwork.

Inside the doorway?—Yes.

Could you make out the origin of the fire?—No sir, because I was on the bridge deck at the time.

Were your efforts of any avail?—No. The fire spread too fast.

How far was the hatch from the entrance where the fire was?—About twenty feet.

You were not getting in coal on the starboard side?—Not that I am aware of.

Did it give the ship a list?—No, the bunker runs right across.

There was a lighter on the starboard side?—Yes but they were not working on it.

The flames had a hold of the woodwork?—Yes. It was about six feet square.

Were there flames down the shaft leading to the 'tween decks?—No.

There were no flames on these decks?—No. The damage spread down and along the 'tween decks

And along the alley way?—Yes.

How did it get across the decks?—Owing to the painted woodwork.

Where was your paint room?—In one of the alleyways.

Did that catch fire?—Yes. The paints did but not the oils.

How did that not take fire?—I suppose the firemen playing the hose on it saved it.

How long was it before the whole of the midship was on fire?—About three minutes. It spread very quickly. I tried to smother the flames with a blanket but as it was no good I tried to get along the 'tween decks to get out as I was being burned to death.

You got down there?—Yes I crawled over the cargo and was nearly suffocated. I eventually reached the main deck.

How long were you down there before you managed to get out?—About three quarters of an hour.

There were two fire floats?—One came about 3 o'clock and the other at 4 o'clock.

Did you see any of the passengers?—There was only one on deck. When I went to see what the shouting was about they were in their quarters.

When the fire broke out did you see them then?—No sir, they ran round the ship on the 'tween decks.

What was this one passenger doing? Nothing. All the ship's firemen had gone as well as the crew. Some of the firemen were on the after deck. They might have done some good if they had got a hose down the port hole.

You were on the fore deck?—Yes, assisting the firemen all I could. There were forty sheep on one side and forty on the other and I got them away forward.

What happened next?—The firemen thought they had the fire under control.

Had you communication with the after part of the ship?—Yes

Did you see the second mate?—Yes, he came about 4.30 a.m.

How did he get there?—By a sampan.

What was he doing aft?—He was doing what he could.

The second fire commenced when?—At 6 o'clock.

Lieut. Butterworth—How many hose have you got?—Two sir, three inch hose.

The President—You gave orders to put them on?—Yes. The second mate had to let the hose go as the fire heated the water in the pipes.

The pumps were started?—Yes.

Lieut. Butterworth—What lights were you using to get the coal in?—The ordinary flare lamps as used all over the world.

What kind of oil was used?—I could not say.

In answer to a member of the court witness said he thought the fire originated through one of the lamps. The passengers were all asleep and the ship's lamps were all glassed in. The junior officers on board were all aft.

Mr Harris—When were the hoses last used?—One was a new one. It had only been five days on the ship. The other was used in washing the decks regularly.

J. R. Chapman, chief engineer, stated he recieved orders from the master that the coal might come at any time and he was to be ready to receive it. There were 125 tons to come. They had plenty of coal but not for a possible voyage that might be extended. He watched the coaling of the ship and always superintended the coaling himself.

You were getting the coal in on both sides?—Only one side.

Which side?—The port side.

How much coal was on the lighter?—About 49 tons.

You remained on deck all the time?—Part and down below.

Was it necessary for the coolies to go on the 'tween decks?—No.

They had no business to go there?—None whatever.

Can you say as a matter of fact if they went there?—No.

Were the lamps hung up or on the deck?—They were standing about anywhere on a basket of coal so that they could be moved about easily.

What time did the fire break out?—Very soon after 2 o'clock.

Where is your cabin?—At the very end of the aft port alley.

You heard the Chinese shouting?—Not shouting, running excitedly.

You saw smoke?—Yes.

Where was the smoke?—Coming from the alley door.

What did you do then?—I saw a light and I realized that water would be wanted. I then woke the third engineer and told him to awaken the second engineer. The smoke was coming forward and he ran forward to see if the fire plant was working. After telling the two engineers to stand by he could not go through the port alley way on account of the smoke and because it was a bit too hot so he got through the starboard alley. He found Mr Grey with the fire hose connection and someone else ringing the fire bell.

Was he working on the flames?—He said he had no men. He was getting water through the hose but not as it ought to come. I then went to the engine room and there the smoke was very thick indeed.

Did he keep the bell ringing?—He kept it ringing for a quarter of an hour.

Did you see the chief mate?—About half an hour afterwards and he looked as if he had been suffering some hardship somewhere.

There were no firemen there?—No, not one. I had to turn to myself.

Then what did you do?—I found we could not stop down, only a minute or two.

So you came up?—No, the boilers wanted pumping up and I gave instructions to leave at any time.

Did you see to the pumping up the boiler yourself?—Certainly, under my directions.

The donkey kept feeding the hoses?—Yes, for about ten minutes after the float arrived.

When you returned on deck what were they doing?—The hose had been connected but we could not stay in the port alley. When I came back from aft the first time I had to come over the starboard side of the bridge.

You tried to get the hose aft?—Yes, but there was too much smoke. There was a city fireman there but we could do no good.

Which side did the first fire float go?—On the starboard side as far as I remember.

About what time do you think the first fire float came?—About ten minutes to 3 o'clock. I went down and looked at the clock on purpose to verify the time.

Did the second mate go aft?—Yes.

How did he get there?—By a sampan or a boat from a German ship.

Did you see any of the passengers?—In a quarter of an hour they were all quiet and there was no panic.

They left the ship quietly while the fire float was there?—As quietly as going into an English theatre. There were plenty of sampans there.

You saw no panic?—None at all.

Are you sure they were kerosine oil lamps?—As far as I know. They were the usual kind of lamps used in Hongkong.

Witness wished it to be clearly understood that the lamps were only used for the bunkers and he never used that kind of lamp himself. He used bean oil. Kerosine was used because it gave a better light.

Commander Beckwith, R.N., gave evidence that he received a telephone call at 12 minutes past 2 a.m. He went for the launch at the Police Pier but it had gone for the fire-float. He took the first patrol launch and on the way called the second float at Wanchai and arrived at the Kum Chow about 3 o'clock. The Wanchai float was fully manned. No. 1 float was already at the Kum Chow on the starboard side right on the bow. She was working the monitor and the hoses were being got out. The sergeant of the fire float told him they had great difficulty in getting aboard as there was no crew to let down a ladder. Some of the brigade were already on the ship. Witness only saw the third engineer at that time.

After the tiffin adjournment W. Gray, second mate, was called and gave evidence as to the contents of each hold. There were no matches in No 3 hold so far as he was aware. He understood there was some coal to come on board but did not know for certain whether it was coming or not. When the coal did come witness was in bed but he did not get up. When he smelt smoke he got up and saw flames coming out of the door almost opposite the door of his cabin. It appeared to him that something inside was on fire. Witness only joined the ship on September 1st. The smoke was too dense for him to see any lamps when he came out of his cabin. There was no reason why the coal coolies should go anywhere near the door where the flames came out. The door was always kept locked but how it was opened on that occasion he did not know. Witness called out "fire" and went on to the bridge to connect the hose there. He got water at once and witness played the water on the fire from the bridge deck, the fire at that time coming up through the deck. He played the water on the fire until the fire got hold of the pipe. The mate was there at that time and witness did not see him again until they were passing the hoses from the fire float. Witness then went forward and played the hose on the fire from that point on the port side. Witness had the assistance of two men while on the main deck; he did not see anyone while on the bridge.

The water in the pipes got so hot that witness could not hold the hose and he had to leave it. The men came back one by one just as it got daylight. A few of the women passengers were a little frightened and there was no panic to speak of. Witness gave them all the assistance he could.

The President—Did you see anybody jump overboard?—No sir.

Was there any reason why they should not?—There was no immediate danger.

After witness got rid of the passengers a German boat came alongside and the crew offered their services which were accepted and witness went aft in their boat when he found that many of the passengers had left the ship.

When did the fire float come?—As near as I can guess from half an hour to three quarters of an hour after I had gone aft.

You got forward again?—After the fire float came I went forward in a sampan.

Did the fire float do good work at once?—Oh yes sir. In fact I was surprised to see the volume of water which it ejected.

A second fire float came?—Yes, about an hour after the first one.

How was the fire then?—It was pretty well got under.

What time would you say the fire was out?—We thought it was out about 5 o'clock but later it started again in the bunkers and we had to send for the float again. It was got out during the forenoon.

Was the chief officer injured in any way?—Yes He had burns on his neck and arms as well as other injuries.

Sergeant McDonald, in charge of the fire station, stated that he received the alarm at 2 a.m. Witness went on board the float and took one European with him and four Chinese. They were getting up steam on the float and the patrol launch was there. Several other firemen, about twelve or fourteen Europeans, went aboard from West Point as the message received was that the ship was lying near Jardine's wharf. They went on board by sampan and some got on board before witness. Witness did not see any of the passengers leaving the ship as there were a lot of sampans about. Witness was too busy too look after that sort of thing as his duty was to look after the fire. He did not see any bodies picked up and did not see any one jump over board.

Lieut Butterworth—Did you see any rope ladders hanging over the side of the ship?—No.

There was a rope ladder there?—There might have been but not sufficient for a fireman to climb up with his heavy uniform on.

The President—Did you see any Chinese crew on board?—Yes, after the fire was out.

The master recalled said he could not understand why the particular door, which was kept locked, was open on that occasion.

Have you any reason to suppose there was anyone on the ship who wilfully set fire to it?—No sir.

Have you ever had any serious trouble with your present officers or crew?—No Sir.

Do you suspect anyone on board having a grudge against yourself or the company?—No sir.

You have no reason to suppose that it was in any way incendiarism?—No.

Have you ever seen kerosine burned in such lamps before?—Never during my twenty-two years experience in China. I was always under the impression that colza oil which was burned.

In reply to Mr Harris Mr Jenkins said he was the registered owner as well as the master and there was no insurance at all.

The court found that there was no evidence to show the origin of the fire but the inference was from the evidence adduced that it started through the unexplained upsetting of a kerosine lamp. They were of the opinion that the use of kerosine oil lamps in bunkers should not be permitted. No blame attached to the certificated officers but they wished to record their sense of the reprehensible conduct of the crew in leaving the vessel in such a critical position and considered that the fire floats arrived promptly and lost no time in getting to work.

SALE OF PIER RIGHTS.

At the offices of the Public Works Department this afternoon Mr A. J. Darby, Government land surveyor, conducted the auction sale of the pier opposite Ice House Street and of the right of erecting and maintaining a new pier on the same site. There was a small attendance, and the only bidders were Mr E. Osborne, representing the Star Ferry Company, and Mr Li Ping Kwong. Bidding started at the upset price, $15,000, and rose rapidly in bids of $100 each until $17,900 was reached, at which price Mr Osborne became the purchaser.

The rights purchased extend over a period of 39 years and one month from 1st December, 1910. In the event of the Government calling upon the lessees to institute a ferry service in connection with the Kowloon-Canton Railway the lessees are to run boats from the new pier, and also, if required, from piers which shall be erected at the western and eastern districts of the city to the railway pier. The lessees have to pay to the Colonial Treasurer at the end of each month whilst a railway ferry service is maintained an amount equal to 5 per cent. on the gross receipts in respect of all passengers, baggage, mails, etc., carried in either direction, and have also to provide upon the piers suitable offices and staff for the through booking of passengers.

The new pier which is to take the place of the Star Ferry matched on the Hongkong side is, we understand, to be commenced in about a month's time. The designs have already been made, and provide for a really worthy and substantial pier. An arrangement will be made whereby the ordinary traffic to Kowloon will be despatched from one side of the pier, while those crossing over to the railway will travel by ferryboats from the other side of the new wharf. Until it has become necessary to construct a railway pier on the Kowloon side passagers will be taken over to the existing pier used by the Star Ferry boats.

SPORTING.

Lawn Bowls Championship.

INSPECTOR GOURLAY'S EASY WIN.

In spite of extremely unsettled weather the Kowloon Bowling Club's ground was the Mecca of a large crowd of enthusiastic bowlers on Saturday, when the final in the open singles' Championship of the Colony was played off. The participants in the tie were both members of the Police Recreation Club—Inspector Gourlay and Sergt. Pitt. The former seemed to be the general favourite, but few were prepared for the severe humbling which he administered to his opponent—21 points to 6. On account of the bad weather a late start had to be made, and as it was heavy showers intermittently fell. These and the rains of the morning thoroughly saturated the green with the result that the turf was very heavy for play and naturally prevented the finalists from doing their best. However, the disadvantages thus caused were equally shared by both men. Considering the conditions, the standard of play was surprisingly good. From the very start operations favoured Gourlay, who throughout appeared to be head and shoulders above the other, especially in the finer points of the game. He kept a splendid length all through and from start to finish played a clean, steady game. Pitt's judgment, on the other hand, was often at fault and he relied more on cutting out his opponent than making the play himself. There can be no doubt but that the better man won on the day's form, and it may be added that the victory was in every way a popular one.

Play was uneventful in the first few heads, Gourlay leading in the fifth by 5—1. In the next, three woods lay close on to the jack, with the advantage to Gourlay, when Pitt came up with his last throw and scattered the balls, and registered a single for himself. Play after this greatly favoured the Inspector who by judicious work widened the gulf between himself and the other man until 9—2 was called, the leader lying three in one of the heads. A single to either man followed, making the score 10-3. In the next venture the players lay "shot" turn about but in the end Pitt carried the jack and advantaged his position, making the score 11—4 against. Both men were now playing well on to the jack. In the next head Gourlay lay two with his third ball sent down, but Pitt nipped in and lay "shot." The other man with his last wood, however, again took the advantage and thus led by 12—4. In turn each player registered a single, and it was now clearly seen that Pitt was a beaten man. The end was hastened in the subsequent heat when Gourlay scored two, the score board then reading 15—5. Pitt registered his last point in the next venture. Then Gourlay came away with a regular rush. Playing dead on to the jack he bagged a three and thus led by 18 to 6; following this up with a further trio of points and romping home by 21 to 6. Mr F. Howell was the umpire.

At the conclusion of the tie a large gathering assembled in the Club's pavilion to witness the presentation of awards by Mrs Lyons.

Mr T. Petrie, President of the Championship Committee, stated that the large attendance that day, in spite of the dirty weather, showed the amount of enthusiasm which bowling aroused in their midst—an enthusiasm which was very highly appreciated. The championship had again attracted an entry of over 70 players and the gentleman who had won the prize this year certainly deserved the honour—(hear, hear). He had won it very handsomely. Sergt. Pitt must have been off colour on account of the wet state of the green.

At the invitation of the President, Mrs Lyons then handed Inspector Gourlay the championship prize—a massive silver bowl—and also presented Sergt. Pitt with the second prize—a smaller bowl of a similar type. Mrs Lyons also presented Inspector Withers, as representative of the Police team, with the Bowls League cup, won this year by the Police. With it goes a set of medals to the players, the cup being held for one year.

Mrs Lyons was then presented with a beautiful bouquet and silver holder in recognition of her kindness in attending to give away the prizes.

Mr F. Howell, in proposing a vote of thanks to the Bowling Club for the loan of their greens and for their hospitality, recalled the fact that the Club was started some ten years ago. They then had a piece of ground opposite Knutsford Terrace, but the proposals put forward by the owner of the land were such as could not possibly be accepted. Then, during the Governorship of Sir Henry Blake, the Government very kindly put at the Club's disposal a piece of ground which was then nothing more or less than a swamp. This was by the Club converted into a bowling green—and a very good green, too—(hear, hear). Later on, in 1902, the Government created what was now known as King's Park, and the Club had again to seek for pastures new. The Government again very generously came to the fore and conveyed to them the handsome site they were now on, in which they had two tennis courts, two bowling greens and a croquet lawn. Mr Howell paid a tribute to the way in which the greens were kept by the green rangers, Messrs Henderson and Alexander, and added that the Club had still further aspirations—the building of a new Club house. Since the formation of the Club they had spent over $10,000 in sites, etc., and he was sure they all wished the Club continued success.—(Applause).

Three cheers were then given for the Club; and Mr D. Gow acknowledged the expression of thanks.

Capt. Lyons, on returning thanks for Mrs Lyons, said they were, of course, especially gratified that the Police had shown such a bold front. He congratulated Inspector Gourlay on fighting his way through such a number of competitors and said this was the second time a Police "outsider" had come to the force. Sergt. Pitt must have a record collection of cups and trophies, so he could bear his defeat on this occasion very well.

Cheers and a "tiger" followed for Mrs Lyons and the ladies generally.

It was intended to have a rink competition between Club teams during the afternoon, but the conditions made this impossible. It was a great pity that the weather turned out so unfavourable, for the Club Committee had made every arrangement for a thoroughly attractive programme. Still, a big crowd turned up, and hospitality was dispensed on the Club's usual lavish scale.

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THE TYPHOON.

With the hoisting of the red signals on Sunday the Colony were informed that a typhoon was in active being over three hundred miles to the South-south-east of Hongkong, and the usual preparations were accordingly made by the boating population to get to shelter. The day wore on without much of a breeze springing up, and it was long after sundown when rain began to fall in fitful squalls.

The night signal of three green lights was shown after dark had set in but these subsequently changed to green—red—green, and at daylight the signal was seen to be the south black cone, the typhoon having advanced to within the 300 mile radius and being now almost directly South of the Colony moving N.N.W. The barometer remained very high, however, and the rain, in the absence of wind, fell in straight lines. At ten minutes past nine o'clock the signal was lowered, the typhoon, under the influence of a strong N.E. monsoon, having shifted to the westward and apparently had reached the Parcels. Dirty weather continued in Hongkong all day, and was expected to last till well into to-morrow.

The incoming French mail steamer, the Oceanien, is a little late in her run up from Saigon, having evidently met the typhoon somewhere.

The Manila Observatory sent the following messages to the American Consulate General on Sunday:—

Manila, September 25, 6 a.m.

Cyclone or Typhoon over N. China Sea moving W.

Manila, September 25, 6 p.m.

Cyclone or Typhoon E. of the northern Visayas or South-eastern Luzon moving W. or W.N.W.

Manila, September 26, 10.00 a.m.

Cyclone or Typhoon E. of Luzon, more than 300 miles distant, inclining northward.

Captain Amundson, the Danish explorer, who has been on an expedition to the Arctic regions, reports that he discovered a volcano and hot springs on the shores of Wood Bay, on the island of Sprizbergen. The beach, he states, was covered with lava.

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DODWELL & CO., LTD., Agents.

Shipping

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	ASSAYE, Capt. OWEN JONES, R.N.R.	About 29th Sept.	Freight and Passage.
LONDON, via USUAL PORTS OF CALL	DELHI, Capt. G. W. GORDON, R.N.R.	Noon, 1st October.	See Special Advertisement
TAKAO, SHANGHAI, PUKOW, HANKOW, NAGASAKI, MOJI, KOBE & YOKOHAMA	PESHAWUR, Capt. C. F. LOCKSTONE, R.N.R.	About 3rd October.	Freight only.
LONDON & ANTWERP, via S'PORE, P'ANG, C'MBO, PORT SAID & MARSEILLES	SYRIA, Capt. D.C. GREGOR, R.N.R.	About 5th October.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	BORNEO, Capt. W. H. S. HALL	About 6th October.	Freight and Passage.

E. A. HEWETT, *Superintendent.*

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

EMPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER,
21 DAYS HONGKONG TO VANCOUVER,
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From Quebec or St. John, N.B.
'EMPRESS OF JAPAN' SATURDAY, 8TH OCT.	'EMPRESS OF IRELAND' FRIDAY, 4TH NOV.
EMPRESS OF CHINA SATURDAY, 29TH OCT.	ALLAN LINE FRIDAY, 25TH NOV.
'MONTEAGLE' TUESDAY, 8TH NOV.	
'EMPRESS OF INDIA' SATURDAY, 19TH NOV.	'EMPRESS OF BRITAIN' FRIDAY, 16TH DEC.
'EMPRESS OF JAPAN' SATURDAY, 17TH DEC.	ALLAN LINE FRIDAY, 13TH JAN.
'EMPRESS OF CHINA' SATURDAY, 14TH JAN.	ALLAN LINE FRIDAY, 10TH FEB.

'Empress' Steamships leave Hongkong at 6.00 P.M. and 'Monteagle' at 12 Noon.

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamer as shown above The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class', of Saloon Passengers (termed Intermediate) the accommodation and commissariat, being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.
Via Canadian Atlantic Port £48.
Via New York £45.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL
SELJA	4459	OLAF LIE	22nd October.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, *Agent.*

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
HAICHING	Capt. W. C. Passmore	TUESDAY, 27th Sept., at 10 A.M.
HAITAN	Capt. J. W. Evans	FRIDAY, 30th Sept., at 10 A.M.
HAIYANG	Capt. A. E. Hodgins	TUESDAY, 4th Oct., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN ..... Capt. A. H. Stewart ... WEDNESDAY, 28th Sept., at 11 A.M. SUNDAY, 2nd Oct., at 11 A.M.

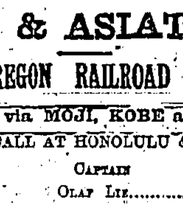
Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier).

During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, June 23, 1910.

THE EASTERN & AUSTRALIAN MAIL SERVICE STEAMSHIP CO., LIMITED.



TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN		Oct. 8th, at Noon.
ALDENHAM	Sept. 26	Oct. 19th, at Noon.
EMPIRE	Oct. 21	Nov. 12th, at Noon.
ST. ALBANS	Nov. 18	Dec. 10th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply
SIBE, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

Shipping.

PACIFIC MAIL S. S. COMPANY, TOYO KISEN KAISHA.

U. S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.			SAILING DATES.
* KOREA	18,000 Tons	SATURDAY,	1st Oct., at 1 p.m.
* NIPPON MARU	11,000 ,,	SATURDAY,	15th Oct., at 1 p.m.
× * SIBERIA	18,000 ,,	MONDAY,	17th Oct., at 5 p.m.
* MANCHURIA	27,000 ,,	SATURDAY,	5th Nov., at 1 p.m.
† CHIYO MARU	22,000 ,,	SATURDAY,	12th Nov., at 1 p.m.
* MONGOLIA	27,000 ,,	SATURDAY,	3rd Dec., at 1 p.m.
† TENYO MARU	21,000 ,,	SATURDAY,	10th Dec., at 1 p.m.

* Twin Screws. † Triple Screw Steamer. ×—Via Manila.

The P. M. s.s. KOREA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokkaichi, Shimidzu, Yokohama and Honolulu, on SATURDAY, 1st October, at 1 p.m.

Fares: Hongkong to London £71, 10, 0. Return six months £120 24 months £125; Including Berth and Meals across America.

INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 29th Oct., at 1 p.m.
Asia ..... 9,500 ,, SATURDAY, 19th Nov., at 1 p.m.

The s.s. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama and Honolulu, on SATURDAY, October 29th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London { via Canadian Atlantic Ports ...£43. via New York .....£45.

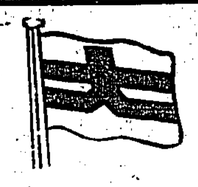
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, *Agent.*

OSAKA SHOSEN KAISHA.



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route) from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
VICTORIA, B.C. & TACOMA, Via MOJI, KOBE AND YOKOHAMA	SEATTLE MARU, Capt. T. Saito.	6,182	Wednesday, 5th Oct., at Noon.
VICTORIA, B.C. & TACOMA, Via MOJI, KOBE AND YOKOHAMA	CHICAGO MARU, Capt. I. Goto.	6,182	Wednesday, 2nd Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
TAMSUI via SWATOW & AMOY	JOSHIN MARU, Capt. H. Murayama.	SUNDAY, 25th Sept., at 8 A.M.
ANPING, via SWATOW & AMOY	SOSHU MARU, Capt. Y. Yamamoto.	WEDNESDAY, 28th Sept., at Noon.
SHANGHAI, via SWATOW AMOY AND FOOCHOW	BUJUN MARU, Captain Y. Fuseno.	THURSDAY, 6th Oct., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd class passengers to FOOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with the Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.
HONGKONG-NANKING, RETURN.
1st Class, $73.00. 2nd Class, 55.00. 3rd Class, $27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First-class cuisine.

The newly built steamers: 'CHOSHUN MARU and 'BUYUN MARU'—First-class cabins—AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, *Manager.*

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	To Sail
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	DERFFLINGER, Capt. G. Meiners.	(17,000)	WEDNESDAY 5th Oct. at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YORCK, Capt. J. Randermann.	(16,000)	About WEDNESDAY, 5th Oct.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	COBLENZ, Capt. H. Raegener.	(6,750)	SATURDAY, 8th October, at Daylight.
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. F. Iseke.	(6,100)	About TUESDAY, 18th Oct.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.	(5,050)	End of October.

For further Particulars apply to
Norddeutscher Lloyd,
MELCHERS & CO.,
General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail.
* TSINGTAU, CHEFOO AND NEWCHWANG	TUNGSHING	WEDNESDAY, Sept. 28, at Noon.
† SHANGHAI	WOSANG	WEDNESDAY, Sept. 28, at Noon.
† TIENTSIN	CHIPSHING	THURSDAY, Sept. 29, at Noon.
* MANILA	LOONGSANG	FRIDAY, — Sept. 30, at 4 P.M.
†* SHANGHAI, KOBE AND MOJI	KUTSANG	TUESDAY, Oct. 4, at Noon.
* MANILA	YUENSANG	FRIDAY, Oct. 7, at 4 P.M.
‡ SANDAKAN	MAUSANG	MONDAY, Oct. 10, at Noon.

RETURN TOURS TO JAPAN. Occupying 24 days.

THE steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

* Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to Sub. Exch. 4. Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

1755

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	TEAN	Sept. 27, at 4 p.m.
SHANGHAI	CHENAN	Sept. 29, at 4 p.m.
MANILA, ZAMBOANGA, and USUAL AUSTRALIAN PORTS	CHANGSHA	Sept. 30, at 4 p.m.
HOIHOW & HAIPHONG	SINGAN	Oct. 1, at Noon.
SHANGHAI	LINAN	Oct. 2, Daylight.
MANILA	TAMING	Oct. 4, at 4 p.m.
TSINGTAU, CHEFOO & NEWCHWANG	NANCHANG	Oct. 5, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI.'

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

☞ SHANGHAI LINE. ☜

FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenan, Linan, Chinhua)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARES:—$45.00 Single. $80.00 Return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Telephone No. 86. *AGENTS.*

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

	Tons, Gross.	sails,
S.S. Buyo Maru	10,500	Oct. 22nd, at noon.
S.S. Hongkong Maru	11,000	Dec. 21st, at noon.
S.S. Kiyo Maru	17,200	About middle of Feby.

For particulars apply to N. YAMADA, *Acting Manager.*
TOYO KISEN KAISHA, KING'S BUILDINGS. 354

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KITANO MARU, Capt. F. E. Cope, Tons 9000	WEDNESDAY, 28th Sept., at Daylight.
	IYO MARU, Capt. R. Takeda, Tons 7000	WEDNESDAY, 12th Oct., at Daylight.
	HIRANO MARU, Capt. H. Fraser, Tons 9000	WEDNESDAY, 26th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	§ INABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 11th Oct., at Noon.
	§ TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 8th Nov., at Noon.
VICTORIA, B.C. AND SEATTLE	§ KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 8th Oct., from KOBE.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 30th Sept., at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 28th Oct., at Noon.
NAGASAKI, KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 28th Sept., at Noon.
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. Teranak, Tons 5000	THURSDAY, 29th September.
KOBE & YOKOHAMA	TANGO MARU, Capt. A. Christiansen, Tons 8000	THURSDAY, 29th Sept., at 5 p.m.
BOMBAY, via SINGAPORE, AND COLOMBO	* HAKATA MARU, Capt. A. Mocker, Tons 7000	TUESDAY, 4th Oct.

§ Fitted with new system of wireless telegraphy.
‡ Cargo only. † Calling at Saigon. * Carries Deck Passengers.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

Commencing Aki Maru' 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS,

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class	$120	$110	$100	$90
2nd class	$ 80	$ 70	$ 60	$50.

With option of Rail between sailing ports in Japan.

For further information as to Freight, Passage, Sailings, &c., apply to
T. KUSUMOTO, *Manager.*

Notices to Consignees

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship KOREA.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining on board after noon, TUESDAY, September 27th, 1910, will be landed at once at Consignees' risk and delivery must be taken from Company's Godown.

Cargo remaining undelivered on SATURDAY, October 1st, 1910, after 5 p.m., will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown, on SATURDAY, October 1st, at 10 A.M.

All claims must be filed on or before October 21th, otherwise they will not be recognized.

FRED J. HALTON,
Agent.

Hongkong, Sept. 24, 1910. 1125

FROM EUROPE.

THE H.A.L. Steamship O. FERD LAEISZ, Captain KNAISEL, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:
Ex s.s. *President Lincoln* from New York.
Ex s.s. *Germania* from Gothenburg.
Ex s.s. *Kite* from Stettin.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, September 22, 1910 1167

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship COBLENZ, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 27th of September will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 27th of September, at 9.30 a.m.

All claims must reach us before the 1st of October, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, September 20, 1910. 1151

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ EITEL FRIEDRICH, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th of September, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 27th of Sept., at 9.30 a.m.

All claims must reach us before the 1st of October, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, September 20, 1910. 1153

THE BACK DOOR.

'A SKETCH OF WHAT MIGHT HAPPEN.'

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price.....50 Cents.

PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

On Sale at the 'China Mail' Office, 5, Wyndham Street.

Price.....10 cents.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
Steamer Tons	1p.m. Sat'day	Tons	Saturday,	Friday,
DELHI 8000	Feb: 4	Mantua.....11000	Mar. 4	Mar. 10
ARCADIA.....7000	Feb. 18	Malwa 11000	Mar. 18	Mar. 24
ASSAYE 7500	Mar. 4	Macedonia 10500 (Through Str. calling at Bombay)	Apr. 1	Apr. 7
MARMORA ...10500	Mar. 18	Moldavia....10000	Apr. 15	Apr. 21
DEVANHA.....8000	Apr. 1	Mongolia....10000	Apr. 29	May 5
DELHI 8000	Apr. 15	Morea 11000	May 13	May 19
ASSAYE 7500	Apr. 29	Mooltan ...10000	May 27	June 2
DELTA 8000	May 13		June 10	June 16

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting steamer from COLOMBO is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax).

1st Saloon.....£71.10 Single. £106.14 Return.
2nd ,, ...£48.8 ,, £ 72.12 ,,

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers.	Tonnage	Leave Hongkong about	1911	Due London about	1911
* SUNDA	4700	Jan.	25	March	11
* NUBIA	6907	Feb.	8	March	25
* SYRIA	6660	Mar.	8	April	24
* NORE	6700	Mar.	22	May	8
* PALAWAN	4700	April	5	May	23
* BORNEO	4600	April	19	June	6
* SICILIA	6700	May	3	June	19
SUMATRA	4600	May	31	July	17
* NILE	6700	June	14	July	31

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

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2nd ,, ...£38.10 ,, £57.4 ,,

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Superintendent.

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FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	Steamers.	Captain	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	OCEANIEN.	SELLIER.	Sept. 26, p.m.
MARSEILLES, Via PORTS	TOURANE.	LANCELIN.	Sept. 27, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	DUNBEA.	REBUFAT.	Oct. 10, p.m.
MARSEILLES, Via PORTS	V. CIOTAT.	BARILLON.	Oct. 11, at 1 p.m.

TRANSHIPPING on the Co.'s Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANTE, CONSTANTINOPLE and BLACK SEA.

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TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports,

AND ALL NORTH AND SOUTH AMERICAN PORTS.

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For Shanghai, & Kobe Yokohama	For Marseilles, Havre & H'burg
S.S. C. FERD. LAEISZ...25th Sept.	S.S. AMBRIA ..... 4th Oct.
S.S. ARMENIA ..... 6th Oct.	For Havre, Hamburg & Antwerp
S.S. SENEGAMBIA .....21st Oct.	S.S. BADENIA ..... 6th Oct.
S.S. SUEVIA ..... 4th Nov.	For Havre & Hamburg
S.S. WESTPHALIA .....12th Nov.	S.S. ALESIA .....13th Oct.
S.S. ARABIA .....18th Nov.	For M'seilles, Havre & Hamburg
S.S. SCANDIA ..... 1st Dec.	S.S. C. FERD. LAEISZ...23rd Oct.
	For Rotterdam, H'burg & A'werp
	S.S. BELGRAVIA ..... 2nd Nov.
	For Havre & Hamburg
	S.S. ARMENIA ..... 6th Nov.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Date.
ZAFIRO	2540	A. Fraser	Manila	SATURDAY, Oct. 1, at Noon.
RUBI	2540	R. Hodges	Manila	Oct. 8, at Noon.

For Freight or Passage, apply to

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MARMORA,'

10,500 tons,

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR

MARSEILLES AND LONDON, Via BOMBAY,

WILL leave Hongkong on **MARCH 18th, 1911,** staying at Bombay 24 hours only and is due to arrive at:—

MARSEILLES... ... ...April 15th.
LONDON... ... ...April 22nd.

FARES TO LONDON:—

1ST Saloon.....£71.10 Single. £106.14 Return.
2ND ,, ...£48.8 ,, £ 72.12 ,,

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Hongkong, September 1, 1910. 1066

Hongkong—New York.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

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WITH LIBERTY TO CALL AT THE MALABAR COAST.

S.S. INDRAVELLI.....on or about 21st October, 1910.

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SHEWAN, TOMES & CO.,
General Agents.

Hongkong, September 22, 1910. 1168

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

SUVERIC,

From Hongkong, on

TUESDAY, 27th September,

for VANCOUVER Direct.

To be followed by

KUMERIC.....20th October.
AYMERIC .....20th November.
SUVERIC.....15th December.
OCEANO .....17th January.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY Co.,
HONGKONG.

Hongkong, Sept. 13, 1910. 1118

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship
JAPAN,
Captain A. STEWART, will be despatched for the above ports on WEDNESDAY, the 28th September, at 3 p.m.

For Freight or Passage, apply to
D. SASSOON & Co., LD.,
Agents.

Hongkong, September 22, 1910. 1161

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *DELHI*, Captain G. W. GORDON, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 1st October, 1910, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *China*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on the 12th November, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The content and value of all packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, Sept. 17, 1910. 1134

AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

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THE Co.'s Steamship
VORWAERTS,
Captain BEDNARZ, will be despatched as above on **WEDNESDAY,** the 28th inst., at **Noon.**

This Steamer has capital accommodation for passengers. Electric Light and carries a Doctor

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agent.
Prince's Buildings.

Hongkong, August 30, 1910. 1059

'INDRA' LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship
INDRAWADI,
Captain W. GRAY WILLIAMS, will be despatched as above on or about 13th October.

For Freight or Passage apply to
JARDINE, MATHESON & Co., LD.,
Agents.

Hongkong, Sept. 19, 1910. 1144

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(Effective till 27th October, 1910)

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NORTH-BOUND.

1st Class Fares						
$ 40	Shanghai (*Steamer*)	Lv.		Thurs.	Satur. or Sun.	
	Dairen (,,)	Ar.		Satur.	Mon. or Tues.	
Y14.95	,, (*Train*)	Lv.	1.00 p.m.	Sun.	Tues.	Fri.
	Mukden (,,)	Ar.	10.24 p.m.	,,	,,	,,
Y11.50	,, (,,)	Lv	10.45 p.m.	,,	,,	,,
	Changchun (,,)	Ar.	6.00 a.m.	Mon.	Wed.	Sat.
R. 9.60	Harbin (,,) (*Russian Train*)	Lv.	11.40 a.m.	,,	,,	,,
	,, (,,)	Ar.	8.20 p.m.	,,	,,	,,
	Connecting at Harbin with			State Express for Moscow.	Wagon-Lits for Moscow.	State Express for St. Pet'g.

SOUTH-BOUND.

	Connecting at Harbin with			State Express from St. Pet'g.	State Express from Moscow.	Wagon-Lits from Moscow.
R. 9.60	Harbin (*Russian Train*)	Lv.	11.20 a.m.	Tuesday	Thurs.	Sat.
	Changchun (,,)	Ar.	8.40 p.m.	,,	,,	,,
Y11.50	,, (*S.M.R. Train*)	Lv.	9.00 p.m.	,,	,,	,,
	Mukden (,,)	Ar.	4.13 a.m.	Wednes.	Fri.	Sun.
Y14.95	,, (,,)	Lv.	4.30 a.m.	,,	,,	,,
	Dairen (,,)	Ar.	1.30 p.m.	,,	,,	,,
$ 40	,, (*Steamer*)	Lv.		,,	,,	Sunday,
	Shanghai (,,)	Ar.		Fri.	Sunday,	Tuesday.

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs Thos. Cook & Son.

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DAIREN.

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Agents: MITSUI & CO.

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(OPPOSITE POST OFFICE).
DR. FAITH LEONG,
Graduate of the College of Physicians and Surgeons, Oakland, Cal.

Hongkong, August 13, 1909. 992

SIEN TING
Surgeon Dentist
No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation Free.

NOTICE

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Letters relating to business should be addressed to THE MANAGER.

Orders for extra copies of the 'CHINA MAIL' *should be sent before 11 a.m. on the day after publication. After that hour the supply is limited. Cash 10 cts., Credit 20 cts., per copy.*

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to the Office, No. 5, Wyndham Street, not later than 11 a.m.

Alterations and additions to Advertisements on pages 1, 4 and 5 should be sent us not later than 1 p.m.

New Advertisements should be sent in before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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A

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LADIES AFTERNOON TEA ROOMS. PRIVATE BAR AND BILLIARD ROOMS. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. TABLE D'HOTE AT SEPARATE TABLES. Tele. Address: 'VICTORIA,' Hongkong. For Terms, etc., apply to the MANAGER.

Hongkong, October 2, 1908. 1252

VICTORIA HOTEL

SHAMEEN, CANTON.

Manager.....MR H. HAYNE.
Telegraphic Address 'Victoria Shameen.
Situated on the British Concession.

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MACAO

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Both Hotels electrically lighted and under experienced European Supervision. GUIDES AND CHAIRS PROVIDED. Every Information and special attention to Tourists. Reasonable Rates.

WM. FARMER, *Proprietor.*

Macao, May 13 1908. 720

'BRAESIDE,

PRIVATE HOTEL,

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone, No. 690.

Apply to MRS F. W. WATTS,
'Braeside,' 20, Macdonnell Road.

Hongkong, September 2, 1908. 1214

'KINGSCLERE'

PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 134. Teleg. Address: 'SACHSOLA. A.B.C. Code. 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses.

Proprietress, MRS F. SAULSE.

Hongkong, September 1, 1908. 1208

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NOTICE—This COAL can only be obtained from THE LABUAN COALFIELDS Co., Ld. who are now prepared to supply fresh Coal straight from the Mines. Steamers load at the Wharves. Quick despatch.

Telegrams: 'LABOR LABUAN.'
BRADLEY & CO.,
Agents, Hongkong.

Hongkong, August 11, 1909. 1014

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'FROM LONDON TO PEKING ACROSS SIBERIA IN 1903.'

Price.....50 cents.

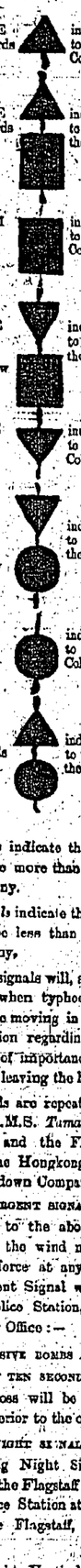
WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:

Signal No.

1. A CONE point upwards — indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below — indicates a Typhoon to the North-East of the Colony.
3. A DRUM — indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below — indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards — indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below — indicates a Typhoon to the South-West of the Colony.
7. A BALL — indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below — indicates a Typhoon to the North-West of the Colony.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNAL.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green, Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock,	Aberdeen,
Waglan,	Sai Ki Wan,
Stanley,	Sai Kung,
Cape Collinson,	Sha Tau Kok,
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

W. G. PAGE,
Director.

- - SMOKE - -

ABDULLA CIGARETTES

EGYPTIAN BLEND.

No. 14 - - - - - Large Size.

No. 16 - - - - - Medium Size.

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MACEWEN - - FRICKEL & CO.

ESTABLISHED 1844.

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W. & A. Gilbey, Ld.,

WINE MERCHANTS,

LONDON.

SPECIAL LINES.

	Per Case
Manzanilla Sherry	$22
White Port	22
84 Port	24
Strathmill Whisky	19
Spey Royal	22
Old Tom Gin	10

CHEAPER QUALITIES ALWAYS IN STOCK.

DUTY DEDUCTED ON ORDERS FOR OUTPORTS.

4, DES VŒUX ROAD.

Hongkong, September 1, 1910. 1167

V. R. C. AQUATIC SPORTS.

Third Day.

Squally and showery weather prevailed on Saturday afternoon when the concluding day's sports in connection with the Victoria Recreation Club's annual aquatic tournament took place. Nevertheless this did not deter a large number of spectators from being present, including many ladies. The officials as usual kept up interest all round in the by no means uninteresting events, for the races were all keenly contested, some close finishes being the result. This was only to be expected after the close finishes in the heats and the sport provided was most enjoyable. The band of the Buffs was present under Bandmaster C. B. Hewett and gave a number of selections of music during the afternoon. The results were as follows:—

HURDLE RACE, FINAL—1st, A. A. Alves, rec. 6 sec., 35½ sec.; 2nd R. Galluzzi, rec. 5 sec., 36⅗ sec.

Alves took full advantage of his start and although Galluzzi made strenuous efforts to overtake him he was unable to do so owing to Alves' superior stamina.

DIVING FOR OBJECTS—1st D. E. Carvalho; 2nd W. Edwards.

This was one of the most interesting events of the day. Five objects were thrown into the bath and Edwards brought them to the surface. Carvalho likewise did the same thing after having been under the water for 65⅗ sec. In a subsequent dive each Carvalho succeeded in bringing up two objects whereas Edwards was empty handed. Honours thus went to the former contestant.

TWO LENGTH HANDICAP, FINALS.—1st C. H. Lyson, rec. 6 sec., 34 sec., 2nd A. A. Alves, rec. 7 sec.

There were three starters in this race in addition to the above, A. V. Barros, J. A. Alves and R. C. Witchell. Great excitement prevailed during this race the competitors getting off well together. They kept comparatively level throughout and the finish was very close indeed, Alves being beaten by a very narrow margin. The other swimmers hard pressed the winner.

CLUB CHAMPIONSHIP—1st. C. J. Cooke, 65⅗ sec., 2nd W. H. Peterson.

Mr Dorabjee presented a cup for this event which was over a course of one hundred yards. C. Humphreys was also a starter, and there was considerable disappointment in his being beaten, particularly as the cup, having already been won twice by him, would become his property, according to the terms of the presentation. Humphreys has not done at all well during the meeting owing to his being out of form, better things were expected of him.

Cooke and Peterson have frequently been matched together consequently the race was somewhat faster than usual.

SWIMMING IN PAIRS—1st C. J. Cooke and F. K. Tata, 20 seconds.

TEAM RACE—1st C. J. Cooke's team; 2nd R. C. Witchell's team.

The winning team was composed of the following:—C. J. Cooke, 28⅗ sec., C. H. Lyson, 32⅕ sec., J. C. Barretto, 27⅕ sec., J. A. S. Alves, 36⅗ sec., F. L da Roza, 33⅗ sec., A. V. Barros, 33⅗ sec., E. L. Braga, 37 sec., L. E. Lammert, 32⅘ sec.

CONSOLATION RACE—1st F. M. Cruz; 2nd W. H. Peterson.

WATER POLO—As usual the sports were concluded by a water polo match. C. J. Cooke captained the team of Whites while L. E. Lammert was in charge of the team of Blues. The latter kept up the aggressive and in every way were superior to their opponents as represented by the score of three goals to nil in favour of the Blues, at the conclusion of hostilities. W. H. Peterson, R. A. Carvalho and A. S. Ellis were the scorers.

Mrs C. Forsyth kindly presented the prizes at the conclusion of the sports and was presented with a lovely bouquet by Mr Frank Lammert, hon secretary of the club. Three rousing cheers were accorded to Mrs Forsyth while three more equally as hearty were raised on behalf of the ladies generally.

EXCHANGE.

Hongkong, September 26, 1910.

On London—	
Bank Wire	1/9⅛
„ On demand	1/9⅛
„ 30 days' sight	1/9⅜
„ 4 months' sight	1/9½
Credits, 4 months' sight	1/10⅛
Documentary, 4 months' sight	1/10⅛
On Paris—	
On demand	228½
Credits, 4 months' sight	232½
On Berlin—	
On demand	186
On New York	
On demand	44⅞
Credit, 60 days' sight	45⅞
On Bombay—	
Wire	135
On demand	135½
On Calcutta—	
Wire	135
On demand	135½
On Singapore—	
On demand	77⅝
On Manila—	
On demand	88⅞
On Shanghai—	
On demand	74⅝
30 days' sight (private paper	75
On Yokohama—	
On demand	88⅞
Gold Leaf, 100 fine, (per tael)	$58.00
Sovereigns (Banks' buying rate	$11.05
Silver (per oz.)	24⅛
Bar Silver in Hongkong	7 % p.m.
Chinese Cooper Cash	par.
Cooper Cents	29% dis.
Rate of Native Interest	7½% p.a.
Chinese Sub. Coin	4½% dis.
Hongkong Sub. Coin	4½% dis

POST OFFICE NOTICES.

Only fully prepaid letters and postcards are transmissible by the SIBERIAN route to EUROPE.

Mails will Close for:—

SWATOW, AMOY & FOOCHOW.
Per *Haiching*, at 9 a.m., on Tuesday, the 27th Sept.

SHANGHAI, MOJI, KOBE, YOKOHAMA, VICTORIA, VANCOUVER & SEATTLE.
Per *Suveric*, at 10 a.m., on Tuesday, the 27th Sept.

HAIPHONG.
Per *Hanoi*, at 10 a.m., on Tuesday, the 27th Sept.

SINGAPORE, PENANG & CALCUTTA.
Per *Japan*, at 10 a.m., on Tuesday, the 27th Sept.

MACAO.—
Per *Sui Tai*, at 1.15 p.m., on Tuesday, the 27th Sept.

MANILA.—
Per *Tean*, at 3 p.m., on Tuesday, the 27th Sept.

BANGKOK.
Per *Glenfarg*, at 4 p.m., on Tuesday, the 27th Sept.

SINGAPORE, PENANG & COLOMBO.
Per *Kitano Maru*, at 5 p.m., on Tuesday, the 27th Sept.

FORT BAYARD & HAIPHONG.
Per *Touareg*, at 8 a.m., on Wednesday, the 28th Sept.

EUROPE, &c., INDIA VIA TUTICORIN.—
Per *Tourane*, on Tuesday, the 27th Sept.
Printed Matter and Samples at 10 a.m.
Registration at 10 a.m.
(Registration, with late of 10 cents up to 10.45 a.m.
Registration, Kowloon P.O., 10 a.m.
No late fee.
Letters at 11 a.m.
Late Letters 11 a.m. to noon. Extra Postage 10 cents.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).

To-day's Advertisements

TO BE GIVEN AWAY

WITH THE ISSUE OF THE

'CHINA MAIL'

OF

SATURDAY NEXT, (October 1st)

AN

ILLUSTRATED SOUVENIR

of the British Section of the

Kowloon-Canton Railway

Containing Photographic Illustrations of the magnificent scenery through which the line runs, a brief history of the project, an outline of the work accomplished, etc., etc.

JUST THE THING TO SEND HOME.

BE SURE TO OBTAIN A COPY.

Hongkong, Sept. 26, 1910. 1179

G. R.

IN THE SUPREME COURT OF HONGKONG.

In the matter of the Estate of ARCHIBALD MILLER MARSHALL, late of the China and Japan Telephone and Electric Co., Ld., deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance, 1897, (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 20th day of November, 1910.

Creditors and claimants are hereby required to send their Claims to the undersigned by the above date.

Dated this 21st day of September, 1910.

J. H. KEMP,
Official Administrator.

1180

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on SATURDAY, the 15th proximo, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th proximo, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.

Hongkong, Sept. 26, 1910. 1181

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Catherine Apcar* having arrived from the above ports, Consignees of Cargo are hereby informed that their Cargo will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 28th inst., will be landed at Consignees' risk and expense.

Consignees of cargo from Singapore and Penang are requested to take IMMEDIATE delivery of their Goods from alongside. Such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LD.,
Agents.

Hongkong, Sept. 26, 1910. 1182

SHIPPING REPORTS.

The British steamer *Derwent* from Saigon reports: On 21st and 22nd, strong N.N.E. wind and rough sea. On 23rd, heavy gale from N.E. to S.E., with high sea.

The German steamer *Korat* from Bangkok reports: Strong S.W. winds in Gulf of Siam with heavy S.W. swell. Fine to Padaran; thence very strong E'ly winds, rough sea and heavy N.E. swell.

Temperature.

Hongkong, September 26, 1910.

BAROMETER—	9 A.M.	29.96
Do.	1 P.M.	29.94
Do.	4 P.M.	29.92
THERMOMETER—	9 A.M.	80
Do	1 P.M.	80
Do.	4 P.M.	80
Do. (Wet bulb)	9 A.M.	76
Do.	1 P.M.	77
Do.	4 P.M.	77
Do. Maximum		80
Do. Minimum (over-night)		78

SHIPPING

ARRIVALS.

September 24.

Derwent, British str., 1,574, J. Joakins, Saigon Sept. 20, Rice.—CHINESE.

Landrat Scheiff, German str., 1,012, A. Struve, Bangkok Sept. 15, and Swatow 23, Rice.—SIEMSSEN & Co.

Paklat, German str., 1,018, E. Gathemann, Bangkok Sept. 17, Rice.—BUTTERFIELD & SWIRE.

Rajah, German str., 1,275, H. O. Rehor, Rajang Sept. 17, Timber.—MELCHERS & Co.

Shantung, British str., 1,835, J. Robinson, Sourabaya and Tegal Sept. 14, Sugar. —BUTTERFIELD & SWIRE.

September 25.

Catherine Apcar, British steamer, 1,730, G. F. Hudson, Calcutta, Penang and Singapore Sept. 19, General.—DAVID SASSOON & Co., LD.

Korat, German str., 1,223, H. Oldsen, Bangkok Sept. 17, General.—BUTTERFIELD & SWIRE.

Hellas, German str., 1,470, W. Vogeler, Miike Sept. 19, Coal.—HAMBURG-AMERIKA LINIE.

Haiching, British steamer, 1,267, W. C. Passmore, Swatow September 24, General. —DOUGLAS STEAMSHIP Co., LD.

Chenan, British str., 1,350, W. L. Jones, Shanghai Sept. 22, General.—BUTTERFIELD & SWIRE.

Wosang, British steamer, 1,127, James Smith, Shanghai September 20, General.— JARDINE, MATHESON & Co., LD.

Soshu Maru, Japanese str., 1,119, Y. Yamamoto, Anping, Amoy and Swatow Sept. 24, General.—OSAKA SHOSEN KAISHA.

Suisang, British str., 1,776, M. Picknell, Chinwangtao Sept. 18, Coal. — CHINESE ENGINEERING & M. Co., LD.

Onsang, British str., 1,787, E. J. Buller, Hongay Sept. 22, Coal.—JARDINE, MATHESON & Co. LD.

Chipshing, British steamer, 1,109, F. Mooney, Tientsin Sept. 19, Chefoo 20, and Weihaiwei 21, General. — JARDINE, MATHESON & Co., LD.

Touareg, French steamer, 781, Catalano, Haiphong Sept 23, General.—MESSAGERIES MARITIMES.

September 26.

Nikko Maru, Japanese str., 3,439, M. Yagi, Melbourne and Manila Sept. 24, Flour, Sleepers, Copper, Manure and General.—NIPPON YUSEN KAISHA.

Tourane, French str., 3,104, G. Lancelin, Yokohama Sept. 17, Mails and General. —MESSAGERIES MARITIMES.

Meefoo, Chinese steamer, 1,339, Fraberg, Shanghai Sept. 23, General. — C. M. S. N. Co.

Seattle Maru, Japanese str., 3,830, G. Saito, Tacoma and Manila Sept. 23, Flour and General.—O. S. K.

Kaifuku Maru, Japanese str., 1,903, S. Suda, Moji Sept. 19, Coal.—M. B. G. K.

Kitano Maru, Japanese str., 5,277, F. E. Cope, Yokohama Sept. 14, and Shanghai 23, General.—NIPPON YUSEN KAISHA.

Oceanien, French str., 2,551, Sellier, Marseilles and Saigon Sept. 23, Mails and General. — MESSAGERIES MARITIMES.

DEPARTURES.

September 25.

C. Ferd Laeisz, for Shanghai.
Tosa Maru, for Singapore and Bombay.
Joshin Maru, for Swatow.
Haimun, for Swatow.
Kweichow, for Swatow.
Anhui, for Shanghai.
Fooshing, for Saigon and Java.

September 26.

Aldenham, for Shanghai and Japan.
Laertes, for Saigon.
Holstein, for Swatow.
Wosang, for Canton.
Chenan, for Canton.

CLEARED.

Meefoo, for Canton.
Hellas, for Canton.
Tourane, for Saigon and Marseilles.

PASSENGERS.

ARRIVED.

Per *Catherine Apcar*, from Calcutta, &c., Mrs Hudson, Miss Rutter, Miss Collis, Mr Ferguson and Mr Gabbeth.

Per *Korat*, from Bangkok, Mr Stellmann.

Per *Wosang*, from Shanghai, Mr and Mrs Ford, and Mr Laidlaw.

Per *Nikko Maru*, from Sydney, &c.; for Hongkong, Mr H. M. Lees, Miss J. S. Lees, Mr E. W. Godfrey, Mrs E. Kinchella, Mrs F. M. Paul, Mr H. P. Winslow, Miss M. Clough, Messrs Antonio Ayesa, A. J. de Sousa, Rev. Mawson, Mrs Mawson and 3 children, Miss White, Messrs J. Wilson, Maxfield, K. Hooper, J. Sakamoto, F. Francisco, F. J. McDonald, and Y. Matsunra; for Nagasaki, Mr H. Otto Frind, Mrs N. Mihara, S. Hashimoto, and Miss T. Matsui; for Yokohama, Messrs W. Dennis, C. Cohen, D. Scott, Mr and Mrs G. N. Lowrey, Mr J. S. Dunlop, Miss M. Dunlop, Mr J. W. Macfarlne, Mr F. Pretty, Mrs C. A. Hawkins, Mr W. H. Anderson, Mr and Mrs C. Le Vionnois; for Kobe, Miss N. Terawaki, Mr M. Kida and Mr E. Deguchi.

Per *Chipshing*, from Tientsin, &c., Mr Culbrandsen.

Per *Touareg*, from Haiphong, &c., Miss Baudet, Mr Baudet, Mr Ricoux, and Mr Beaupoix.

Per *Kitano Maru*, from Yokohama, &c.: for Hongkong, Mr and Mrs A. Segawa and 2 children, Mr T. Kusumoto, Mr L. Riberio, Mrs Churchiet and child, Mrs Arnold and 2 children, Capt. St. Clair, Miss N. Haward, Miss V. Haward, Mr and Master J. Haward, Prof. T. Shidehara, Mr Y. Uchara, Mr K. Goto, Mr and Mrs J. J. Connell, Miss Taylor, Lt. and Mrs C. S. Ridley, Mr and Mrs H. F. Carmichael, Mr Robert E. Kringle and Mr R. Shiba.

Per *Tourane*, for Hongkong from Kobe, Mr Vidry, Mr Fujinara Lagenji, Mr M. Sampei and Mr Utsimi Senkichi; from Shanghai, Mr A. Talbah, Mr and Mrs J. Meier, Mr E. K. Lenzmann, Mr Bault, Mr Fledjde, Mr and Mrs. Champraux, Mrs Fahrmann and Mrs S. Sender.

DEPARTED.

Per *Tenyo Maru*, for San Francisco, &c., Mrs M. Slade, Mrs F. M. Hutcheson, Mr Robt. Clary, Mr R. E. Hamphers, Lt. E. Woodhouse, Mr H. Keswick, Mr D. Dorabjee, Dr B. Harms, Mr W. E. Goolsby, Miss M. G. Getty, Lt. N. W. Cammole, Messrs H. Hatzri, F. R. White, W. H. Districh, C. F. Wainewright, F. L. Oliver, R. H. Smelling, F. T. Shorrell, G. Sjobeck, J. Lind, S. Larsen, G. A. Burns, Mr and Mrs D. Smith and daughter, Mr M. T. Clegg, Capt. W. R. Burbank, Mr W. A. Lambert, Mrs Carlos Lopez, Mr W. J. Sorrets, Miss F. L. Draper, Mrs L. W. Taylor, Master Taylor, Mr L. Mooser, Mrs M. Jackson, Mr and Mrs Slee, Mr and Mrs F. T. Lantrem, Mr and Mrs P. E. Hutson, Miss F. M. Andrew, Miss O. Adler, Messrs O. D. de Blaine, G. W. Evelyn, C. M. Sequiare, Miss M. Daimon, Mr and Mrs B. H. Knox, Dr S. S. Crow, Messrs O. V. Watts and M. A. Katz.

STEAMERS PASSED SUEZ CANAL.

OUTWARD BOUND.

August 26, *Hudson, Amiral Exelmans.*
August 30, *Soyo Maru, Wymeric.*
September 2, *China, Moyune, Pacifique.*
September 6, *Monmouthshire, Armenia.*
September 9, *Priam.*
September 13, *Aragonia, Astyanax, Ghazee, Silvia.*
September 16, *Dumbea, Japan, Kamo Maru, Perseus, Laertes, Sikh.*
September 20, *Peking, Senegambia.*
September 23, *Australien, Benvorlich, Glaucus, Kawachi Maru, Namur, Patroclus, Peiho.*

HOMEWARD BOUND.

September 9, *Polynesien.*
September 16, *Cardiganshire, Scandia, Wakasa Maru, Wray Castle, Segovia.*
Sept. 20, *Poona.*

ARRIVALS AT HOME.

September 23, *Atsuta Maru, Prinz Ludwig, Theseus.*

STEAMER MOVEMENTS

Mails.

The P. & O. S. N. Co.'s s.s. *Assaye* with the ENGLISH MAIL, left Singapore on Friday, the 23rd Sept., at 5 30 p.m., and may be expected here on Wednesday, the 28th Sept., at about 5 p.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 24th August, and for despatch overland on the 31st Aug.

The P. M. S. S. Co.'s s.s. *Siberia* sailed from San Francisco on the 13th Sept. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 10th October.

The P. M. S. S. Co.'s s.s. *China* was dispatched from San Francisco on the 20th Sept. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 18th October.

The C. P. R. Co.'s R.M.S. *Monteagle* left Vancouver for Hongkong via usual ports of call on Tuesday, the 20th September.

Vessels Expected.

The C. & M. S. S. Co.'s s.s. *Zafiro* left Manila on Saturday, the 24th Sept., and is due here on or about the 26th September, at 3 p.m.

The N. Y. K. s.s. *Yawata Maru* (Australian Line) left Nagasaki for this port on the 23rd Sept., and is expected here on the 27th Sept.

The O. S. K. s.s. *Seattle Maru* from Tacoma, left Tacoma, Wash., for this port on the 20th August, and is expected to arrive here on or about the 27th September.

The N. Y. K. s.s. *Tango Maru* (European Line) left Singapore for this port on the 23rd Sept., and is expected here on the 28th Sept.

The N. Y. K. s.s. *Bombay Maru* (Bombay Line) left Singapore for this port on the 23rd September, and is expected here on the 29th September.

The P. & O. S. N. Co.'s s.s. *Peshawur* arrived at Penang on the 20th Sept., and is expected to leave Singapore on or about the 27th September.

The N. Y. K. s.s. *Inaba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 23rd Sept., and is expected here on the 2nd October.

The Indo-China S. N. Co.'s s.s. *Kumsang* left Calcutta for the Straits and Hongkong on the 21st Sept., and is due here about the 7th October.

The P. & A. S. S. Co.'s s.s. *Selja* arrived at Yokohama on the 22nd Sept. from Portland, en route to Hongkong, via Moji and Manila, and will be due to arrive at this port on the 14th October.

The P. & O. S. N. Co.'s s.s. *Japan* is expected to arrive at Colombo on the 28th Sept., at 6 a.m.

The O. S. K. steamer *Chicago Maru* left Tacoma for this port via Japan and Manila on the 17th Sept., and is expected to arrive here on or about the 25th October.

The Barber Line s.s. *Suruga* sailed from New York on the 21st Sept. for Hongkong via the Straits.

Ben Line steamer *Benalder* from The Leith and London, left Singapore on the 21st Sept. for this port.

Mogul Line s.s. *Sikh* sailed from the The United Kingdom for Hongkong via the Straits on the 3rd Sept.

Latest Advices.

The T. K. K. s.s. *Nippon Maru* sailed from Yokohama en route to Hongkong on the 26th Sept., she is due to arrive at this port on the 4th October.

The N. D. L. s.s. *Yorck* carrying the German Mails with dates from Berlin of the 7th September, left Colombo on Saturday, the 24th September, p.m., and may be expected here on or about Wednesday, the 5th October.

The N. D. L. s.s. *Prinz Waldemar* left Sydney on Saturday, the 24th Sept., at 11 a.m., and may be expected here on or about the 16th October.

The C. P. R. Co.'s R.M.S. *Empress of India* arrived at Kobe at 7 p.m. on Friday, the 23rd Sept., and left again at noon on Saturday, the 24th Sept. for Yokohama, where she is due to arrive at noon on Sunday, the 25th Sept.

The P. & O. S. N. Co.'s s.s. *Borneo* is expected to arrive at Penang on the 28th September, at 6 a.m.

The C. P. R. Co.'s R.M.S. *Empress of Japan* arrived at Shanghai 3.30 p.m. on Monday, the 26th September, and again at 4 p.m. on the same day for Hongkong, where she is due to arrive at 8 a.m. on Thursday, the 29th September.

The Indo-C. S. N. Co., Ltd.'s s.s. *Kutsang* from Calcutta and the Straits, left Singapore for this port on the 24th Sept.

The N. D. L. s.s. *Bulow* which left here on Wednesday, the 21st Sept., at noon, arrived at Singapore on Sunday, the 25th Sept., at 3 p.m.

ASTOR HOUSE.

Mr Bault	Mrs G. Johnson
Mr C. J. Bayer	Mr R. J. Kenny
Mr A. Befort	Mr L. O. Herrera
Mr A. Bickart	Mr Henny Wong Him
Mr E. Burke	Mrs Wong Him
Mr Geo. A. Burns	Miss Catherine Wong Him
Mr & Mrs Champroux	
Mr F. Chapple	Mr H. O. Holt
Mr L. G. Ellis	Mrs F. M. Hutcheson
Mr J. R. Estes	Mr O. Lombek
Mr Ph. Eugster	Mr W. MacWorth
Mr K. Fick	Mr L. J. Maguer
Mr W. Fitor	Mr N. Mody
Miss M. Frazer	Mr O. S. Payne
Mrs Fohrman	Mr S. Phellppa
Mr W. E. Hammond	Mr E. H. Pond
Mr N. Hammond	Mr G. Schrick
Mr H. A. Hardy	Mrs S. Sander
Mr H. F. Heddes	Mr J. D. Shelleman
Mr H. R. Helverson	Mr H. L. Smith
Mr Van Horn	Mr Wm. Sprinkle
Mr and Mrs E. L. Hurtado	Mr C. B. Tyler
	Mr P. Vidry
Mr J. Jesuila	Mr J. D. Withinshaw

Vessels Advertised as Loading.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING
Australian Ports, &c.	Eastern	Gibb Livingston & Co	Oct. 8, at Noon.
Europe, &c.	Derfflinger	Melchers & Co.	Oct. 5, at Noon
Fiume, Trieste, &c.	Vorwaerts	Sander, Wieler & Co.	Sept. 28, at noon.
Japan & Portland, Or.	Selja	Portland & A. S. Co.	About Oct. 23
Kobe and Yokohama	Tango Maru	Nippon Yusen Kaisha.	Sept. 29, at noon.
London, &c.	Delhi	P. & O. S. N. Co.	Oct. 1, at Noon.
Marseilles, London &c.	Kitano Maru	Nippon Yusen Kaisha	Sept. 28, Daylight.
Marseilles, v. Saigon.	Tourane	Messageries Maritimes	Sept. 27, at 1 p.m.
Manila, A llan Ports.	Yawata Maru	Nippon Yusen Kaisha.	Sept. 30, at Noon.
Manila	Zafiro	Shewan, Tomes & Co.	Oct. 1, at Noon
Manila	Loongsang	Jardine, M'son &Co, Ld	Sept 30, at 4 p.m.
Manila	Tean	Butterfield & Swire	Sept. 27 at 4 p.m.
Mar., L'don & Antwerp	Syria	P. & O. S. N. Co.	About Oct. 5.
N'saki, Kobe & Y'hama	Nikko Maru	Nippon Yusen Kaisha	Sept. 28 at Noon.
New York v. Suez Canal	Indravelli	Shewan, Tomes & Co.	About Oct. 21.
San Francisco v. Japan	Korea	Pacific Mail S. S. Co.	Oct. 1 at 1 p.m.
San Francisco v. Japan	Nippon Maru	Toyo Kisen Kaisha	Oct. 15, at 1 p.m.
S'hai, Kobe & Y'hama	Armenia	Hamburg-Amerika Linie	Oct. 6.
Shanghai, Moji & Kobe	Bombay Maru	Nippon Yusen Kaisha.	Sept. 28
S'hai, N'ki, Kobe, Y'ma	Yorck	Melchers & Co.	About Oct. 5.
S'pore, P'ang, Calcutta.	Japan	D. Sassoon & Co., Ld.	Sept 28, at 3½ p.m.
Shanghai	Chenan	Butterfield & Swire.	Sept 29, at 4 p.m.
Shanghai	Assaye	P. & O. S. N. Co.	About Sept. 29.
S'tow, Amoy & F'chow	Haiching	Douglas Lapraik & Co.	Sept 27, at 10 a.m.
Swatow	Haimun	Douglas Lapraik & Co.	Sept. 28, at 10 a.m.
S'tow, Amoy & Tamsui	Dajin Maru	Osaka Shosen Kaisha.	Oct. 2, at 10 a.m.
T'tau, C'foo, N'chwang	Tungshing	Jardine, M'son & Co, Ld	Sept. 28, at Noon.
Tientsin	Chipshing	Jardine, M'son & Co, Ld	Sept. 29, at Noon.
Victoria, B.C., Seattle	Inaba Maru	Nippon Yusen Kaisha.	Sept. 8 at Noon.
V'couver, B.C. Tacoma	Saverio	Dodwell & Co. Limited	About Sept. 27.
Vancouver, (BC.), &c.	Empress of Japan	Canadian P'fic R. Co.	Oct. 8, at 3 p.m.

SHARE LIST - QUOTATIONS

September 26, 1910.

STOCKS.	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	120,000	$125	all	$927½, sellers / £87
National Bank of China, Limited	99,925	£7	£6 / $50	$78, sales & buyers
MARINE INSURANCES.				$190, sales & buyers
Canton Insurance Office Co., Ld.	10,000	$250	$25	$87½
China Traders Insurance Co., Ld.	24,000	$18.33	£5	Tls 115
North-China Insurance Co., Ld.	10,000	£15	$100	$825
Union Insurance Society, Limited	10,000	$250	$50	$200
Yangtsze Insurance Association Ld.	12,000	$190		
FIRE INSURANCES				
China Fire Insurance Co., Ld.	20,000	$100	20	$116, sellers
Hongkong Fire Insurance Co. Ld.	8,000	$250	50	$255, sales & buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ld.	50,000	$50	all	$50, sellers
Geo. Fenwick & Co., Limited.	18,000	$25	$25	$9, sellers
New Amoy Dock Co., Ltd.	10,000	$8⅓	$8⅓	$9, sellers
Shanghai Dock and Eng. Co. Ld.	55,700	Tls. 100	Tls100	Tls. 76
STEAMBOATS, TUGS, ETC				
China and Manila S. S. Co. Ld.	50,000	$25	$25	$10, sales & buyers
Douglas Steamship Co., Limited.	20,000	$50	all	$23, sellers
H. R. C. and M. Steamboat Co., Ld.	80,000	$15	$15	$32.
Indo-China S. N. Company, Ltd.	60,000	£5	all	$58, sell's / London £5.10
	10,000	$10	$10	$23, sellers
Star Ferry Company, Ld.	10,000	$10	$5	$10
	10,000	$1	£1	83/- sellers
Shell Transport & Trading Co., Ltd.	1,000,000	£	Tls. 50	Tls. 40
Taku Tug and Lighter Co., Ltd.	8,600	Tls. 50	Tls. 50	Tls. 31
Shanghai Tug and Lighter Co., Ld.	100,000	Tls. 50		Tls. 46½
do Preference	100,000			
REFINERIES.				
China Sugar Company, Limited	20,000	$100	all	$150, sellers
Luzon Sugar Company, Limited	7,000	$100	all	$22, sellers
WHARVES.				
H.K. & Kow. Wharf & Godown Co.	60,000	50	all	$54, buyers
Shanghai and Hongkew Wharf Co.	33,900	Tls. 100	Tls100	Tls. 112
LAND AND BUILDING				
Hongkong Land Investment and Agency Company, Limited	50,000	$100	100	$101, sales
Shanghai Land Investment Co., Limited	73,000	Tls. 60	Tls. 50	Tls. 112
Kowloon Land and Building Company	6,000	$50	$30	$32, buyers
Wei-hai-wei Land & Building Co.	3,674	Tls. 25	Tls. 25	Tls. 8
Humphreys Estate & Finance Co.	150,000	$10	all	$7½, sellers
West Point Building Co., Limited	12,500	$50	$50	$39.
TRAMWAYS.				
The Peak Tramways Co., Ltd.	25,000	$10	all	$13, sellers
	60,000	$10	$1	$1½, sellers
MINING.				
Société Francise des Charbonnages du Tonkin	15,000	Fcs. 150	all	$720
Raub Aust. Gold Mining Co., Ld.	200,000	£1	£1	$7½, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	$50	$50	$100
	8,000		$25	$75
Astor House Hotel Co., Ltd. (S'hai)	20,000	$45	$25	$15
DISPENSARIES.				
A. S. Watson & Co., Limited	90,000	$10	$10	$6¼, buyers
Watkins Limited	10,000	$10	$10	$3, sellers
LIGHTING.				
H.K. and China Gas Co., Limited	7,000	£10	all	$205
Shanghai Gas Company, Ltd.	8,000	Tls. 60	Tls. 50	Tls. 105
Hongkong Electric Co., Limited	60,000	$10	$10	$21
MISCELLANEOUS.				
Green Island Cement Co., Ld.	400,000	$10	10	$4.65, buyers
Bell's Asbestos Eastern Agency, Limited	3,604	£1/8	12/8	$8, sellers
United Asbestos Oriental Agency, Limited	2,000 ord'y	$10	$4	$11½, sellers
	100 founders	$10	$10	$300
		$10	$10	$8, buyers
Union Waterboat Co., Limited	60,000	$1½	$6	$18½, buyers
Hongkong Dairy Farm Co.	25,000	$25	all	$135
Hongkong Ice Company, Limited	5,000	$50	$50	$50, sellers
Robinson Piano Co., Ld.	4,000	$50	$50	Tls. 400
Shanghai Waterworks Co., Ltd.	16,350	£20	£20	$21, sellers
H'kong Rope Manufactory Ld. Co.	60,000	$10	all	$4, sellers
Hongkong Cotton Spinning Co., Ld.	95,000	$10	$10	$7
H.K & S. C. S. Fisheries Co., Ltd.	15,000	$10	$7	
Ewo Cotton Spinning and Weaving Co., Limited	20,000	Tls. 50	Tls 50	Tls. 110
International Cotton Manufacturing Co., Limited	10,000	Tls. 75	Tls. 75	Tls. 55
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls100	Tls. 55
Soy Chee Cotton Spinning Co. Ld.	1,000	Tls. 500	Tls500	Tls. 200
China Provident Loan Mortgage Co., Limited	200,000	$10	$10	$8, buyers
China Borneo Company Ltd.	60,000	$12	$12	$9, buyers
Campbell, Moore & Co., Limited	1,200	$10	all	$10
Wm. Powell, Limited	12,000	$7	$7	$1½, buyers
	8,000			
South China Morning Post	6,000	$25	$25	$25, sellers
China Light and Power Company	60,000	$10	$10	$1.40, sellers
	50,000	$1	$1	
Steam Laundry Company, Limited	20,000	$5	$5	$5½
Wielsmann Limited	3,000	$10	$10	$11, buyers
CIGAR COMPANIES.				
Philippine Co., Limited	87,500	$10	$10	$10, sellers
RUBBERS.				
Singapore & Johores	2,473	$2	$2	$13, (Sts.)
Bilgownies	15,120	$1	$1	$12, (Sts.)
Pegohs	45,000	$10	$10	$28, (Sts.)
Sandycrofts	—			$29, (Sts.)
Allagars	750,000	2/-	2/-	4/3
Anglo Malays	1,500,000	2/-	2/-	23/6
Castlefields (fully paid)	30,000	£1	£1	110/-
Highlands and Lowlands	305,000	£1	£1	00/-
Kamunings	950,000	2/-	1/-	5/6 prem.
Kuala-Lumpur	180,000	£1	£1	—
Ledburys	100,000	£1	£1	70/-
Linggis	883,247	2/-	2/-	50/-
Sapongs	100,000	£1	£1	25/-
Shelfords	6,500	£1	£1	3/
Sungei-Kapars	100,000	£1	£1	—
United Serdangs	170,000	£1	£1	100/-
Bukit Kajangs	80,000	£1	£1	63/8
Eastern and International	—	—	—	12/6 prem
London Ventures	—	—	—	5/6
Sumatra Paras	—	2/-	—	11/3
Merlimaus	1,750,000	2/-	2/-	5/6
Batu Tigas	70,000	£1	£1	90/-
London Asiatics	—	—	—	10/6
Cheviots	—	—	—	—
Labus	—	—	—	—

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 % p. annum	Par.

VERNON and SMYTH, Share-Brokers.

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